

The Calcutta Gazette

WEDNESDAY, JANUARY 5, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Dy. Port Officer of Calcutta.

C. B. BAYLEY,
**Dy. Secy. to the Govt. of Bengal.*

CALCUTTA, the 23rd December 1920.

INDIA—WEST COAST.

Gulf of Cambay Entrance—Derelict reported south-westward off.

No. 362 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, Notice to Mariners (No. 173M. of 1920), are republished :—

Date sighted.—27th November 1920.

Position.—Lat. 19° 34' N.

Long. 70° 58' E.

Details—The Master of S. S. "Ferrara" reports that he observed a partially submerged object, apparently a dhow about 100 feet in length, the sail of which appeared to be floating alongside, partially distended by breeze.

Charts temporarily affected.—No. 2736, Gulf of Kutch to Vizianagaram.

“ 826, Karachi to Vengurla.

“ 748b, Indian Ocean, Northern portion.

Authority.—The Port Officer, Bombay, dated 29th November 1920,

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel—Temporarily replaced by a country brig.

No. 366-I (first publication).—

Former Notice.—No. 336-I. of 1920 is hereby cancelled.

Subject.—The South Patches light-vessel "Sarsuti" will be removed from her station on the 1st January 1921 and replaced early in February 1921.

During her absence a 54-ton country brig will be moored in the same position. She will have "S. P." painted in large letters on each side.

By day.—She will carry a black ball on her main topmast head.

By night.—She will exhibit two ordinary ship's riding lights, in a horizontal position, one at each foretop sail yardarm and will also burn a flare every half hour.

Position.—Lat. 21° 29' N., long. 91° 37' E.

Charts affected.—No. 829, Cocanada to Bassein river.

“ 859, Matla river to Elephant Point.

Publications.—List of Lights, Part VI, 1920, No. 630.

Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong, Notice dated 27th December 1920.

The 20th December 1920.

BAY OF BENGAL—BURMA COAST.

BASSEIN RIVER APPROACHES.

Diamond Island—Establishment of a Wreck Buoy off.

No. 358 (second publication).—

Former Notice—No. 337 of 1920.

Subject.—A green conical buoy has been moored in a position S. 60° W., distant one cable from the wreck of the small native craft lying in 6 fathoms approximately south-east, distant 5 miles from Diamond island as referred to in the above Notice.

Position (approx).—Lat. 15° 48 $\frac{1}{4}$ ' N., long. 94° 20 $\frac{1}{4}$ ' E.

Charts affected.—No. 830, Bassein river to Pulo Penang, etc.

“ 823, Koronge island to White Point.

“ 834, Bassein river and approaches.

Publication.—Bay of Bengal Pilot, 1910, page 446.

Authority.—Port Officer, Bassein, Burma, Notice, dated 10th December 1920.

BAY OF BENGAL—BURMA COAST.

Bassein river entrance—Baroni rock buoy.

No. 359 (second publication).—

Former Notice—No. 254 of 1920.

Subject.—The lighted gas buoy marking the Baroni rock has been replaced by an unlighted spherical buoy painted black with a white horizontal band.

Chart affected.—No. 834, Bassein river and approaches.

Publication.—Bay of Bengal Pilot, 1910, page 447; Revised Supplement (3), 1918.

Authority.—Port Officer, Bassein, Burma, Notice, dated 10th December 1920.

NEW ZEALAND, NORTH ISLAND—HAURAKI GULF.

Tiri-Tiri Matangi—Fog-Signal established.

No. 360 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1804 of 1920), are republished:—

Position.—At a distance of about one cable eastward from the lighthouse.

Lat. $36^{\circ} 36' 19''$ S., long. $174^{\circ} 54' 06''$ E.

Description.—An explosive fog-signal giving one report every ten minutes.

Charts affected.—No. 1998, Omaha bay to Tiri-Tiri Matangi.

“ 3565, Bream head to Tepaki point.

“ 2543, Maunganui bluff to Manukau harbour, and Tutukaka harbour to Mayor island.

“ 1212, New Zealand.

Publications.—List of Lights, Part VI, 1920, No. 2873.

New Zealand Pilot, 1919, page 183.

Authority.—Wellington Notice No. 50 of 1920. (H. 7769-20.)

RED SEA—GULF OF SUEZ.

Ras Gimsah Approach—Buoy established.

No. 361 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1806 of 1920), are republished:—

Position.—Off the southern end of Shab Gimsah.

Lat. $27^{\circ} 37' 34''$ N., long. $33^{\circ} 37' 13''$ E.

Description.—Particulars are not stated. A conical buoy is to be inserted on the charts.

Charts affected.—No. 3752, Gimsah and Kabreit anchorages and approaches.

“ 2838, Strait of Jubal.

Publication.—Red Sea, &c., Pilot, 1909, page 117; Revised Supplement (3), 1917.

Authority.—Anglo-Saxon Petroleum Company. (H. 4335-19.)

The 14th December 1920.

PHILIPPINE ISLANDS—LUZON.

Burias Pass—Non-existence of reported Rock.

No. 352 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1734 of 1920), are republished:—

Former Notice.—No. 1022 of 1920. (This Office No. 225 of 1920.)

Position on chart.—At a distance of about 5 miles northward of Boca Engaño.

Lat. $12^{\circ} 52' 30''$ N., long. $123^{\circ} 18' 00''$ E.

Description.—A rock marked "P. D." on the charts.

Remarks.—A careful search has failed to reveal any trace of this reported rock, and it is to be expunged from the charts accordingly.

Charts affected.—No. 2577, Philippine islands between San Bernardino and Mindoro straits.

" 943, Molucca passage to Manila.

Publication.—Eastern Archipelago Pilot, Part I, 1911, page 478.

Authority.—Director of Coast Surveys, Manila. (H. 7417-20.)

CHINA, EAST COAST—KYAU CHAU BAY.

Tai Kung Tau Reef—Beacon erected.

No. 353 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1735 of 1920), are republished:—

Position.—At a distance of $11\frac{1}{2}$ cables, 266° , from Tai kung tau lighthouse.

Lat. $35^{\circ} 57\frac{1}{2}'$ N., long. $120^{\circ} 27\frac{1}{4}'$ E.

Description.—A square iron framework beacon, painted in red and black horizontal bands, with white cylindrical top-mark, 14 feet in height.

Charts affected.—No. 857, Kyau chau bay.

" 1255, Kyau chau bay to Lai chau bay.

" 3480, Shantung promontory to Nagasaki.

Publication.—China Sea Pilot, Vol. V, 1912, page 412.

Authority.—Tokyo Notice No. 178 of 1920. (H. 7103-20.)

CHINA SEA—TONG KING GULF, HAINAN STRAIT.

Hainan Head—Wrecks northward and south-eastward of.

No. 354 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1747 of 1920), are republished:—

(1) *Position (approximate).*—At a distance of one cable, 10° , from the charted position of the beacon situated on the end of the reef extending northward from Hainan point.

Lat. $20^{\circ} 10\frac{1}{4}'$ N., long. $110^{\circ} 41\frac{1}{4}'$ E.

Description.—Stranded steamer, with funnel and masts standing and the middle part of the hull showing above water.

(2) *Position (approximate).*—On the outer edge of the reef extending from the shore midway between Hainan head and Mofu point.

Lat. $20^{\circ} 03' 15''$ N., long. $110^{\circ} 47' 00''$ E.

Description.—Stranded steamer, with funnel and one mast standing and hull showing above water.

Chart affected.—No. 876, Hainan strait, with plan.

Publication.—China Sea Pilot, Vol. III, 1912, pages 343, 344; Supplement No. 5, 1920.

Authority.—Mr. G. Byers, SS. Hunan. (H. 7506-20).

CHINA SEA—GULF OF SIAM, MALAY PENINSULA.

Singora Light—Irregular.

No. 355 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1748 of 1920), are republished:—

Former Notices.—Nos. 835 and 1341 of 1920. (*This office Nos. 186 and 292 of 1920.*)

Position.—On the summit of Pagoda hill.

Lat. $7^{\circ} 12\frac{1}{2}'$ N., long. $100^{\circ} 35\frac{1}{4}'$ E.

Note.—The note “*Irregular (1920)*” is to be placed against this light on the charts.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan.
„ 2414, Gulf of Siam.

Publications.—List of Lights, Part VI, 1920, No. 1352.

China Sea Pilot, Vol. III, 1912, page 123; Supplement No. 5, 1920.

Authority.—Hydrographic Department. (*H. 7170-20.*)

CHINA, SOUTH-EAST COAST.

Hongkong Harbour—Correction to charts with regard to Alteration in Time-signals.

No. 356 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1749 of 1920), are republished:—

Former Notice.—No. 1045 of 1920. (*This office No. 231 of 1920.*)

Position.—Time-ball tower, Blackhead hill, lat. $22^{\circ} 17\frac{3}{4}'$ N., long $114^{\circ} 10\frac{1}{2}'$ E.

Correction.—The note regarding time-ball is to be amended to read as given below, on charts Nos. 3279 and 3280, which were omitted from the list of charts affected in the former Notice:—

TIME-SIGNALS.

A time-ball is dropped at 22h. 00m. 00s. Standard Time of 120th Meridian, corresponding to 14h. 00m. 00s. Greenwich Mean Time. It is also dropped at 4h. 00m. 00s. Standard Time, corresponding to 20h. 00m. 00s. Greenwich Mean Time, except on Saturdays, Sundays and Holidays. On Saturday it is dropped at 1h. 00m. 00s. Standard Time, corresponding to 17h. 00m. 00s. Greenwich Mean Time, instead of at 4h. 00m. 00s. Standard Time. At night three white vertical lights are simultaneously extinguished at various intervals between 8h. 56m. 00s. to 9h. 00m. 00s. Standard Time, corresponding to from 00h. 56m. 00s. to 1h. 00m. 00s. Greenwich Mean Time.

Charts affected.—No. 3279, Hongkong waters—East.

„ 3280, Hongkong waters—West.

Authority.—Hydrographic Department. (*H. 7464-20.*)

CHINA, EAST COAST.

Wei Hai Wei Anchorage—Amendment to Charts regarding Berths and Mooring-Buoys.

No. 3 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1837 of 1920), are republished:—

Position.—Observation spot, lat. $37^{\circ} 30\frac{1}{4}'$ N., long. $122^{\circ} 09\frac{1}{4}'$ E.

Details.—The accompanying reproductions of portions of chart No. 3025 show the necessary amendments to that chart with regard to:—

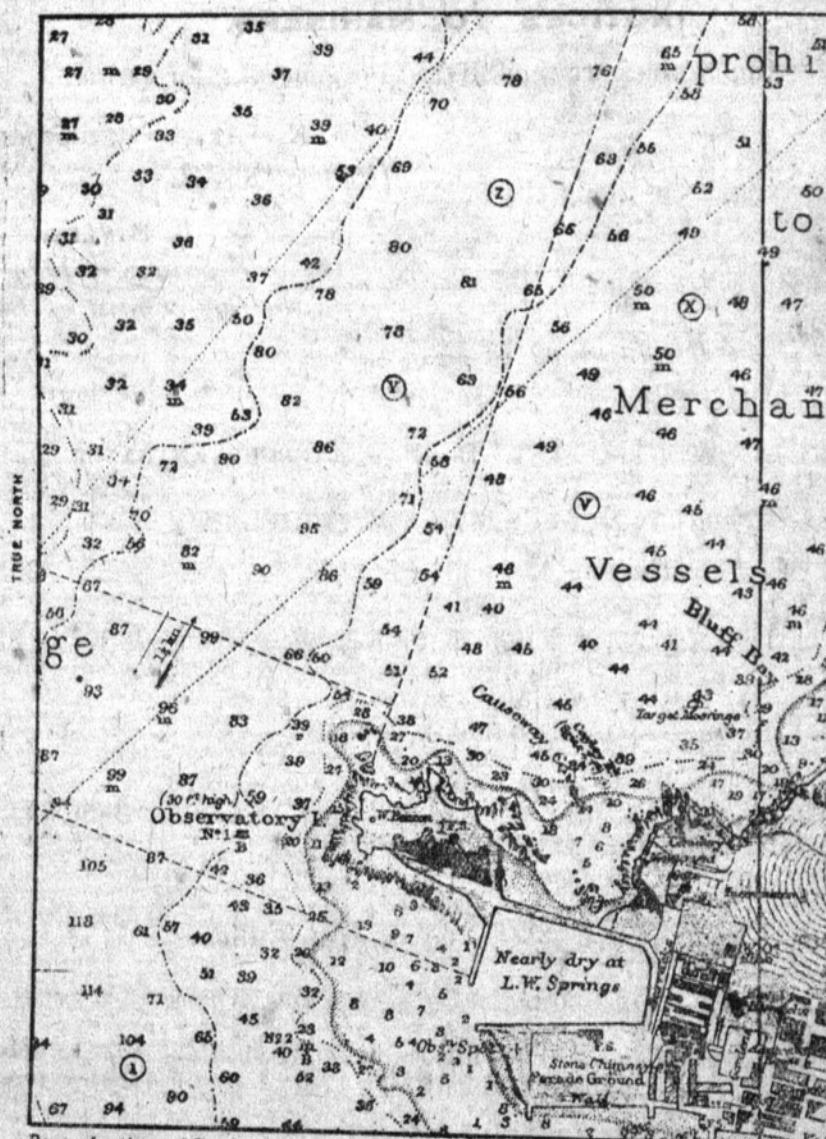
- (i) The new arrangement of berths in Wei hai wei anchorage.
- (ii) The position of mooring-buoys southward of Leu kung tau.

Charts affected.—No. 3025, Wei hai wei anchorages.

“ 2823, Wei hai wei and approaches. (ii).

Publication.—China Sea Pilot, Vol. V, 1912, page 456; Supplement No. 5, 1920.

Authority.—H.M.S. Hawkins Hyd. Note No. 7 of 1920. (H. 7549-20.)



PERSIAN GULF.

Ras Al Mutaf—Derelict Dhow Reported.

No. 5 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 183M. of 1920) are republished :—

Position.—Lat. $28^{\circ} 1\frac{1}{2}'$ N.

Long. $50^{\circ} 49'$ E.

Details.—A derelict Dhow dismasted and abandoned, which appears to be drifting in a south-east wardly direction has been reported in the above position.

Caution.—This derelict constitutes a danger to navigation as it lies in the track of shipping.

Charts temporarily affected.—No. 2837b, Persian Gulf, western sheet.
,, 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Basra, Telegram dated 13th December 1920.

PERSIAN GULF.

Musandam Island—Further information with regard to the position of the wreckage northward of.

No. 6 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 184M. of 1920), are republished :—

Former Notice.—No. 175M. of 1920. (*This office No. 364 of 1920.*)

Details.—Further information with regard to the position of the wreckage of Dhow, dated 7th December 1920 is what the Master S.S. "Barpetta" reports, is 3 miles north of Musandam.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 753, Entrance of the Persian Gulf.
,, 2837a, Persian Gulf, eastern sheet.

Authority.—The Port Officer, Bombay, dated 7th December 1920.

PERSIAN GULF.

Ras Khargu—Unlighted Buoy established southward of.

No. 7 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 185M. of 1920), are republished :—

Former Notice.—No. 77M. of 1920. (*This office No. 167 of 1920.*)

(Admiralty No. 748 of 1920.)

Position.—At a distance of about $4\frac{1}{2}$ cables southward from Ras Khargu, in the position formerly occupied by the light buoy with flashing white light which has been withdrawn.

Lat. $26^{\circ} 41'$ N.

Long. $55^{\circ} 55\frac{1}{2}'$ E.

APPENDIX TO THE CALCUTTA GAZETTE, JAN. 12, 1921. , 13

Description.—An unlighted Conical buoy, painted red.

Charts affected.—No. 3599, Plan of Henjam Sound.

" 753, Entrance of the Persian Gulf.

Publications.—Persian Gulf Pilot, 1915, page 208.

Indian List of Lights in press.

Authority.—The Officer Commanding, R. I. M. S. "Nearchus," dated at Henjam, 21st November 1920.

INDIA—WEST COAST.

Jaigarh Outer Light—Mechanism now in working order.

No. 8 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 186M. of 1920), are republished:—

Former Notice.—No. 166M. of 1920. (*This office No. 347 of 1920.*)

Position.—On the western point of Jaigarh headland.

Lat. $17^{\circ} 18' N.$

Long. $73^{\circ} 10\frac{1}{4}' E.$

Details.—The occulting white light, which was reported to have ceased burning, owing to the mechanism being out of order, is re-exhibited as an occulting light from 13th December 1920.

Charts affected.—No. 247, Jaigarh or Jygur.

" 739, Boria Pagoda to Malvan.

" 2736, Gulf of Kutch to Vizadrug.

" 826, Karachi to Vengurla.

Publications.—West Coast of India Pilot, 1919, page 203.

List of Lights, Part VI, 1920, No. 410.

Indian List of Lights in press.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 6th December 1920.

TASMANIA—EAST COAST.

Eddystone Point Light—Intended alteration in Character. Red Sectors to be discontinued.

No. 9 (*first publication*).—

Subject.—The Group Flashing Light with White and Red Sectors on Eddystone Point will be replaced by a Group Flashing White Light, on or about 15th March 1921.

Position.—Near extreme of Eddystone Point.

Lat. $40^{\circ} 59\frac{1}{2}' S.$, long. $148^{\circ} 21' E.$ on Chart No. 1706.

Character.—Group Flashing White Light showing three flashes every thirty seconds; duration of flashes about 1-4/10 seconds each.

Visibility.—18 miles; from 151° (S. $38\frac{1}{2}^{\circ}$ E. Mag.) through south, west and north to 24° (N. $14\frac{1}{2}^{\circ}$ E. Mag.); a faint white fixed light will be visible thence to the shore, obscured elsewhere.

Power.—70,000 candles.

Structure.—Circular granite tower 116 feet in height.

Remarks.—The Red Sectors will be discontinued on or about 15th March 1921. The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 1706, Banks Strait, with plan of Bay of Fires.

„ 1079, Tasmania.

„ 1695a, Bass Strait, eastern sheet.

„ 2759b, Australia, southern portion.

„ 788, Melbourne to Cape Horn, western sheet

Publications.—List of Lights and Time Signals, Part VI, 1920.
No. 2825.

Australia Pilot, Vol. II, 1918, page 238.

Authority.—Melbourne notice No. 24 of 1920.

AUSTRALIA, NORTH COAST—CLARENCE STRAIT.

Howard Knoll Light Buoy—Light to be temporarily extinguished.

No. 10 (first publication).—

Subject.—The Group Flashing Re Light shown from the Howard Knoll Light Buoy No. 2 will be temporarily extinguished on or about 31st December 1920.

Position.—At a distance of about one mile northward of Howard Knoll.

Lat. $11^{\circ} 59\frac{1}{4}'$ S., long. $131^{\circ} 18\frac{1}{4}'$ E.

Description.—A Group Flashing Red Light.

Caution.—Vessels navigating at night in this vicinity after the above date are advised to anchor until daylight.

Note.—A further notice will be issued when the light is re-exhibited.

Charts temporarily affected.—No. 1095, Clarence Strait.

„ 613, Melville Island and Dundas and Clarence Straits.

Authority.—Melbourne Notice No. 25 dated 19th November 1920.

The 23rd December 1920.

INDIA—WEST COAST.

Gulf of Cambay Entrance—Derelict reported south-westward off.

No. 362 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 173M. of 1920), are republished:—

Date sighted.—27th November 1920.

Position.—Lat. $19^{\circ} 34'$ N.

Long. $70^{\circ} 58'$ E.

Details.—The Master of S. S. "Ferrara" reports that he observed a partially submerged object, apparently a dhow about 100 feet in length, the sail of which appeared to be floating alongside, partially distended by breeze.

Charts temporarily affected.—No. 2736, Gulf of Kutch to Vizianagaram.
„ 826, Karachi to Vengurla.
„ 748b, Indian Ocean, Northern portion.

Authority.—The Port Officer, Bombay, dated 29th November 1920.

INDIA—WEST COAST.

Kathiawar Coast—Derelict reported south-westward off.

No. 363 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 174M. of 1920), are republished:—

Details.—The Master of S. S. "Chakla" states in his arrival report, on 30th November 1920, that he passed a derelict dhow in the following position.

Position.—Lat. 20° 52' N., Long. 68° 21' E.

Charts temporarily affected.—No. 826, Karachi to Vengurla.

„ 748b, Indian Ocean, Northern portion.

Authority.—The Port Officer, Bombay, dated 30th November 1920.

PERSIAN GULF.

Musandam Island—Wreckage reported.

No. 364 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 175M. of 1920), are republished:—

Date sighted.—4th December 1920.

Position.—At a distance of about 3 miles north-east of Musandam Island,

*Lat. 26° 24' N.
Long. 56° 34½' E. } Approximate.*

Details.—Telegraphic information, dated 5th December 1920, has been received from Henjam, that the Officer Commanding H. M. S. "Barpeta" reports a wreckage of dhow in the above position.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 753, Entrance of the Persian Gulf.

No. 2837a, Persian Gulf, Eastern sheet.

Authority.—The Director of the Royal Indian Marine, Bombay, dated 6th December 1920.

INDIA—WEST COAST, KARACHI.

Manora Point—Buoy established.

No. 365 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 176M. of 1920), are republished:—

Position.—At a distance of about 4 miles 278° from Manora Point Light.

Lat. 24° 48' N.

Long. 66° 54½' E.

Details.—A nun buoy, painted red, has been moored in the above position for military purposes.

Remarks.—During the strength of monsoon this buoy will be removed on 15th May 1920 and replaced in position again after the monsoon is over.

Charts affected.—No. 41, Cape Monze to Kedewari mouth.

„ 39, Sind and Kutch Coasts.

„ 38, Maskat to Karachi.

„ 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1919, page 336.

Authority.—Port Officer, Karachi, dated 29th November 1920.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel—Temporarily replaced by a country brig.

No. 366-I (second publication).—

Former Notice.—No. 336-I of 1920 is hereby cancelled.

Subject.—The South Patches light-vessel "Sarsuti" will be removed from her station on the 1st January 1921 and replaced early in February 1921.

During her absence a 54-ton country brig will be moored in the same position. She will have "S. P." painted in large letters on each side.

By day.—She will carry a black ball on her main topmast head.

By night.—She will exhibit two ordinary ship's riding lights, in a horizontal position, one at each foretop sail yardarm and will also burn a flare every half hour.

Position.—Lat. 21° 29' N., long. 91° 37' E.

Charts affected.—No. 829, Cocanada to Bassein river.

“ 859, Matla river to Elephant Point.

Publications.—List of Lights; Part VI, 1920, No. 630.

Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong, Notice dated 27th December 1920.

The 20th December 1920.

BAY OF BENGAL—BURMA COAST.

BASSEIN RIVER APPROACHES.

Diamond Island—Establishment of a Wreck Buoy off.

No. 358 (third publication).—

Former Notice—No. 337 of 1920.

Subject.—A green conical buoy has been moored in a position S. 60° W., distant one cable from the wreck of the small native craft lying in 6 fathoms approximately south-east, distant 5 miles from Diamond island as referred to in the above Notice.

Position (approx).—Lat. 15° 48' N., long. 94° 20' E.

Charts affected.—No. 830, Bassein river to Pulo Penang, etc.

“ 823, Koronge island to White Point.

“ 834, Bassein river and approaches.

Publication.—Bay of Bengal Pilot, 1910, page 446.

Authority.—Port Officer, Bassein, Burma, Notice, dated 10th December 1920.

BAY OF BENGAL—BURMA COAST.

Bassein river entrance—Baroni rock buoy.

No. 359 (third publication).—

Former Notice—No. 254 of 1920.

Subject.—The lighted gas buoy marking the Baroni rock has been replaced by an unlighted spherical buoy painted black with a white horizontal band.

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Chart affected.—No. 834, Bassein river and approaches.

Publication.—Bay of Bengal Pilot, 1910, page 447; Revised Supplement (3), 1918.

Authority.—Port Officer, Bassein, Burma, Notice, dated 10th December 1920.

NEW ZEALAND, NORTH ISLAND—HAURAKI GULF.

Tiri-Tiri Matangi—Fog-Signal established.

No. 360 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1804 of 1920), are republished:—

Position.—At a distance of about one cable eastward from the lighthouse.

Lat. $36^{\circ} 5' 19''$ S., long. $174^{\circ} 54' 06''$ E.

Description.—An explosive fog-signal giving one report every ten minutes.

Charts affected.—No. 1998, Omaha bay to Tiri-Tiri Matangi.

" 3565, Bream head to Tepaki point.

" 2543, Maunganui bluff to Manukau harbour, and Tutukaka harbour to Mayor island.

" 1212, New Zealand.

Publications.—List of Lights, Part VI, 1920, No. 2873.
New Zealand Pilot, 1919, page 183.

Authority.—Wellington Notice No. 50 of 1920. (H. 7769-20.)

RED SEA—GULF OF SUEZ.

Ras Gimsah Approach—Buoy established.

No. 361 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1806 of 1920), are republished:—

Position.—Off the southern end of Shab Gimsah.

Lat. $27^{\circ} 37' 34''$ N., long. $33^{\circ} 37' 13''$ E.

Description.—Particulars are not stated. A conical buoy is to be inserted on the charts.

Charts affected.—No. 3752, Gimsah and Kabreit anchorages and approaches.

" 2838, Strait of Jubal.

Publication.—Red Sea, &c., Pilot, 1909, page 117; Revised Supplement (3), 1917.

Authority.—Anglo-Saxon Petroleum Company. (H. 4335-19.)

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

(2) Buoys established:

(a) Position.—Off the entrance to Sungi Serdang Besar and Sungi Kapar.

Lat. $3^{\circ} 06' 07''$ N., long. $101^{\circ} 19' 24''$ E.

Description.—A buoy surmounted by a white staff and cage.

Remarks.—A signal station, which forms a conspicuous mark, is situated on the northern side of the entrance to Sungi Sematan in lat. $3^{\circ} 05' 15''$ N., long. $101^{\circ} 21' 12''$ E.

(b) Position.—At a distance of about one mile westward of Tanjong Buas Buas, situated at the southern end of South Klang strait.

Lat. $2^{\circ} 52' 55''$ N., long. $101^{\circ} 15' 10''$ E.

Description.—A buoy surmounted by a white staff and cage.

Remarks.—The construction of the beacon on the shoal close eastward of the above buoy has not been proceeded with and the note on the charts "Bn. buildg. marked by Fixed Wh. Lt. (1915)" is to be expunged.

Charts affected.—No. 3453, Klang strait and approaches.

, 3766, North approach to Klang strait. (1).

, 794, Pulo Berhala to Cape Rachado

, 1355, Malacca strait. (1).

Publications.—List of Lights, Part VI, 1920, No. 760.

China Sea Pilot, Vol. I, 1916, pages 209 to 216.

Authority.—Harbour Master, Selangor. (H. 8060-20.)

STRAIT OF MALACCA—KLANG STRAIT.

Tanjong Bakau Light—Temporary Alteration in Character.

No. 12 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1904 of 1920), are republished:—

Position.—Lat. $3^{\circ} 04' 4''$ N., long. $101^{\circ} 20'$ E.

Alteration.—The character of the light has been temporarily altered from occulting white to fixed white.

Charts temporarily affected.—No. 3453, Klang strait and approaches.

, 3766, North approach to Klang strait.

Publication.—List of Lights, Part VI, 1920, No. 754.

Authority.—Harbour Master, Selangor. (H. 8060-20.)

CELEBES, SOUTH-EAST COAST--FLORES SEA.

Non-Existence of Reefs.

No. 13 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1926 of 1920) are republished:—

Positions.—(i) Richard Wale reef, lat. $6^{\circ} 50'$ S., long. $121^{\circ} 29'$ E.

(ii) Emperor of China reef, lat. $6^{\circ} 45'$ S., long. $124^{\circ} 16'$ E.

(iii) New Rock, lat. $6^{\circ} 39'$ S., long. $124^{\circ} 41'$ E.

No. 12278/dt. 28. 3. 59

National Library,
Calcutta-27.

Details.—A careful search having failed to reveal any trace of the existence of the above reefs, they are accordingly to be expunged from the charts.

Charts affected.—No. 3616, Tomori gulf to Salayar strait. (i).
" 942a, Eastern archipelago—sheet 3.
" 1263, China sea.
" 2759a, Australia—northern portion.
" 2483, Atlantic and Indian oceans, &c. (ii) and (iii).

" 2683, Pacific ocean. (ii) and (iii).

Publication.—Eastern Archipelago Pilot, Part II. 1913, pages 322, 479.

Authority.—Hague Notice No. 1517 of 1920. (H. 5211-20.)

JAPAN—KIU SIU, NORTH-WEST COAST.

O Shima—Shoal northward of.

No. 14 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1927 of 1920), are re-published:—

Position.—At a distance of about $1\frac{1}{2}$ miles southward from Shira se light.

Lat. $33^{\circ} 04' 22''$ N. long. $129^{\circ} 36' 54''$ E.

Depth.— $4\frac{1}{2}$ fathoms (rock).—

Charts affected.—No. 2387, Io jima to Madara jima.

" 359, Nagasaki to Karatsu, with the Gotō islands.

Publication.—Japan Pilot, 1914, pages 473, 474; Revised Supplement (2), 1919.

Authority.—Tokyo Notice No. 239 of 1920. (H. 8089-20.)

GULF OF ADEN—JIBUTI NORTHERN APPROACH.

Maskali Island—Buoy south-westward of, removed.

No. 15 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1935 of 1920), are re-published:—

Position.—At a distance of about one mile south-westward from the western end of Maskali island.

Lat. $11^{\circ} 41'$ N. long. $43^{\circ} 09'$ E.

Details.—The black can buoy which formerly marked the western end of the detached reef has been removed.

Charts affected.—No. 253, Jebel Jan to Shab Kulangarit.

" 8e, Red sea—sheet 5.

Publication.—Red Sea, &c., Pilot, 1909, page 427.

Authority.—Paris Notice No. 1962 of 1920. (H. 7300-20.)

NEW ZEALAND, NORTH ISLAND—MANUKAU HARBOUR.

Huia Banks—Buoy established.

No. 16 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1938 of 1920), are re-published:—

Position.—On the southern side of Huia banks, at a distance of one mile, 126° , from the outer end of Huia wharf.

Lat. $37^{\circ} 01'$ S. long. $174^{\circ} 34'$ E.

Description.—A black can buoy.

Chart affected.—No. 2726, Manukau harbour.

Publication.—New Zealand Pilot, 1919, page 71.

Authority.—Wellington Notice No. 52 of 1920. (H. 8173-20.)

JAPAN—HOKUSHU, SOUTH COAST.

Mororan Ko—Light established on Breakwater under construction; Light-house under construction.

No. 17 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1939 of 1920) are republished:—

1. Light established on breakwater under construction:

Position.—On outer end of breakwater under construction and at a distance of $3\frac{3}{4}$ cables, 15° , from the centre of the 99-foot summit on Shikuzushino hana.
Shikuzushino hana, lat. $42^{\circ} 20\frac{1}{2}'$ N., long. $140^{\circ} 56\frac{1}{2}'$ E.

Abridged description.—Lt. F., Red.

Description.—A fixed red light.

Remarks.—The breakwater, which is in course of construction, extends from the above position in a 195° direction to Shikuzushino hana.

Note.—This breakwater is to be indicated in pecked lines on the charts and marked “*Under construction*.”

2. Lighthouse under construction:

Position.—At a distance of $5\frac{8}{9}$ cables, 353° , from the centre of the 99-foot summit referred to above.

Details.—A lighthouse is being built in the above position and a note “*Lt. Ho. (building)*” is to be inserted on the charts.

Charts affected.—No. 3507, Mororan ko.

“ 3591, Iburi wan or Uchiura wan.

Publications.—List of Lights, Part VI, 1920, No. 2099a.
Japan Pilot, 1914, page 717.

Authority.—Tokyo Notice No. 257 of 1920. (H. 8099-20.)

INDIA—WEST COAST.

Kathiawar Coast—Derelict reported south-westward of.

No. 18 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 191M of 1920), are republished:—

Former Notice No. 174-M. of 1920—(This office No. 363 of 1920.)

Date sighted.—16th December 1920.

Position.—Lat. $20^{\circ} 39'$ N.

Long. $68^{\circ} 45'$ E.

Details.—The Master of SS. “Waroonga” reports having passed a derelict dhow awash in the above position.

Remarks.—From report received it would appear that this derelict is that reported in the former notice quoted above.

Caution.—This derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 826, Karachi to Vengurla.

“ 748b, Indian Ocean, Northern portion.

CHINA, EAST COAST.

Wei Hai Wei Anchorage—Amendment to Charts regarding Berths and Mooring-Buoys.

No. 3 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1837 of 1920), are republished:—

Position.—Observation spot, lat. $37^{\circ} 30\frac{1}{4}'$ N., long. $122^{\circ} 09\frac{1}{4}'$ E.

Details.—The accompanying reproductions of portions of chart No. 3025 show the necessary amendments to that chart with regard to:—

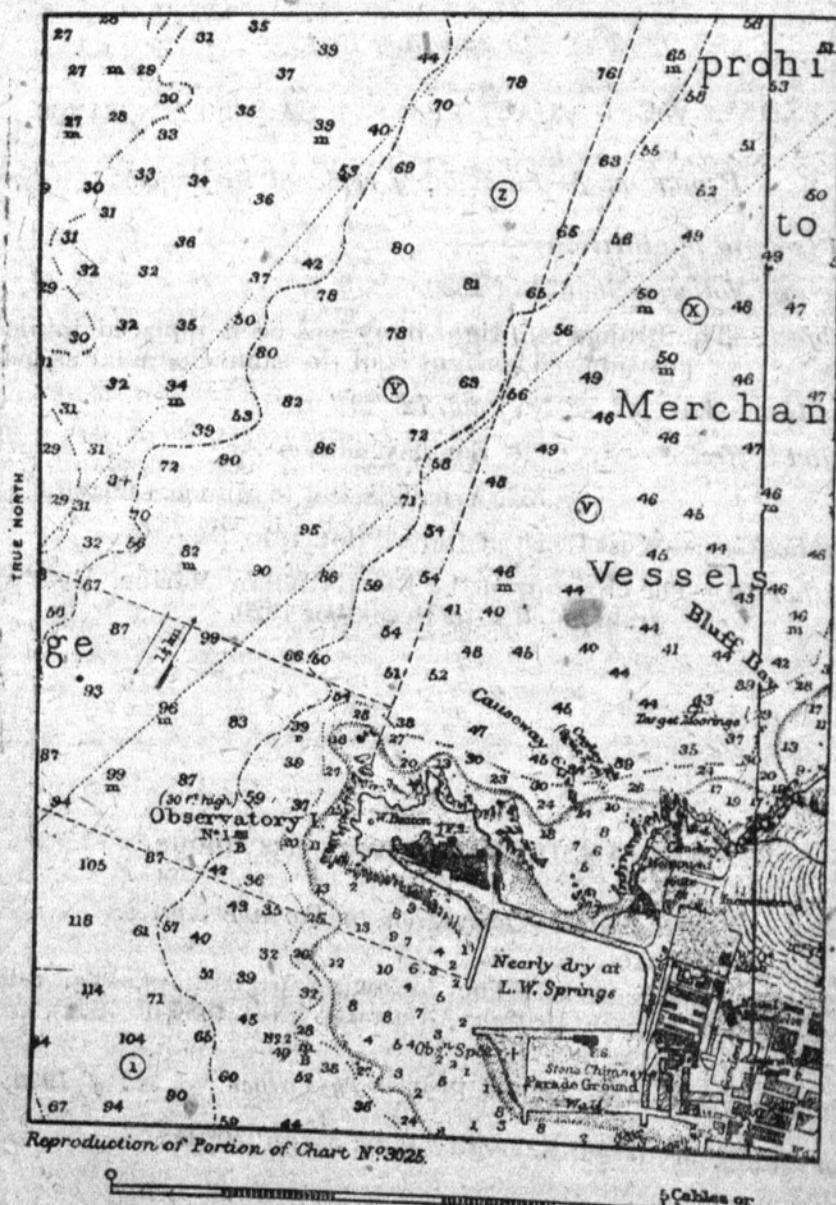
- (i) The new arrangement of berths in Wei hai wei anchorage.
- (ii) The position of mooring-buoys southward of Leu kung tau.

Charts affected.—No. 3025, Wei hai wei anchorages.

“ 2823, Wei hai wei and approaches. (ii).

Publication.—China Sea Pilot, Vol. V, 1912, page 456; Supplement No. 5, 1920.

Authority.—H.M.S. Hawkins Hyd. Note No. 7 of 1920. (H. 7549-20.)



PERSIAN GULF.

Ras Al Mutaf—Derelict Dhow Reported.

No. 5 (Second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 183M. of 1920) are republished :—

Position.—Lat. $28^{\circ} 1\frac{1}{2}'$ N.

Long. $50^{\circ} 49'$ E.

Details.—A derelict Dhow dismasted and abandoned, which appears to be drifting in a south-east wardly direction has been reported in the above position.

Caution.—This derelict constitutes a danger to navigation, as it lies in the track of shipping.

Charts temporarily affected.—No. 2837b, Persian Gulf, western sheet.
 , , 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Basra, Telegram dated 13th December 1920.

PERSIAN GULF.

Musandam Island—Further information with regard to the position of the wreckage northward of.

No. 6 (Second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 184M. of 1920), are republished :—

Former Notice.—No. 175M. of 1920. (This office No. 364 of 1920.)

Details.—Further information with regard to the position of the wreckage of Dhow, dated 7th December 1920 is what the Master S.S. "Barpeta" reports, is 3 miles north of Musandam.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 753, Entrance of the Persian Gulf.
 , , 2837a, Persian Gulf, eastern sheet.

Authority.—The Port Officer, Bombay, dated 7th December 1920.

PERSIAN GULF.

Ras Khargu—Unlighted Buoy established southward of.

No. 7 (Second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 185M. of 1920), are republished :—

Former Notice.—No. 77M. of 1920. (This office No. 167 of 1920.)

(Admiralty No. 748 of 1920.)

Position.—At a distance of about $4\frac{1}{2}$ cables southward from Ras Khargu, in the position formerly occupied by the light buoy with flashing white light which has been withdrawn.

Lat. $26^{\circ} 41'$ N.

Long. $55^{\circ} 55\frac{1}{2}'$ E.

Remarks.—The Red Sectors will be discontinued on or about 15th March 1921. The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 1706, Banks Strait, with plan of Bay of Fires.

„ 1079, Tasmania.

„ 1695a, Bass Strait, eastern sheet.

„ 2759b, Australia, southern portion.

„ 788, Melbourne to Cape Horn, western sheet

Publications.—List of Lights and Time Signals, Part VI, 1920.
No. 2825.

Australia Pilot, Vol. II, 1918, page 238.

Authority.—Melbourne notice No. 24 of 1920.

AUSTRALIA. NORTH COAST—CLARENCE STRAIT.

Howard Knoll Light Buoy—Light to be temporarily extinguished.

No. 10 (second publication).—

Subject.—The Group Flashing Re Light shown from the Howard Knoll Light Buoy No. 2 will be temporarily extinguished on or about 31st December 1920.

Position.—At a distance of about one mile northward of Howard Knoll.

Lat. $11^{\circ} 59\frac{3}{4}'$ S., long. $131^{\circ} 18\frac{3}{4}'$ E.

Description.—A Group Flashing Red Light.

Caution.—Vessels navigating at night in this vicinity after the above date are advised to anchor until daylight.

Note.—A further notice will be issued when the light is re-exhibited.

Charts temporarily affected.—No. 1095, Clarence Strait.

„ 613, Melville Island and Dundas and Clarence Straits.

Authority.—Melbourne Notice No. 25 dated 19th November 1920.

The 23rd December 1920.

INDIA—WEST COAST.

Gulf of Cambay Entrance—Derelict reported south-westward off.

No. 362 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 173M. of 1920), are republished:—

Date sighted.—27th November 1920.

Position.—Lat. $19^{\circ} 34'$ N.

Long. $70^{\circ} 58'$ E.

Details.—The Master of S. S. "Ferrara" reports that he observed a partially submerged object, apparently a dhow about 100 feet in length, the sail of which appeared to be floating alongside, partially distended by breeze.

Charts temporarily affected.—No. 2736, Gulf of Kutch to Vizianagaram.
„ 826, Karachi to Vengurla.
„ 748b, Indian Ocean, Northern portion.

Authority.—The Port Officer, Bombay, dated 29th November 1920.

INDIA—WEST COAST.

Kathiawar Coast—Derelict reported south-westward off.

No. 363 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 174M. of 1920), are republished:—

Details.—The Master of S. S. "Chakla" states in his arrival report, on 30th November 1920, that he passed a derelict dhow in the following position.

Position.—Lat. $20^{\circ} 52'$ N., Long. $68^{\circ} 21'$ E.

Charts temporarily affected.—No. 826, Karachi to Vengurla.

“ 748b, Indian Ocean, Northern

Authority.—The Port Officer, Bombay, dated 30th November 1920.

PERSIAN GULF.

Musandam Island—Wreckage reported.

No. 364 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay in Notice to Mariners (No. 175M. of 1920), are republished:—

Date sighted.—4th December 1920.

Position.—At a distance of about 3 miles north-east of Musandam Island.

Lat. $26^{\circ} 24'$ N.
Long. $56^{\circ} 34\frac{1}{2}'$ E. } Approximate.

Details.—Telegraphic information, dated 5th December 1920, has been received from Henjam, that the Officer Commanding H. M. S. "Barpetta" reports a wreckage of dhow in the above position.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 753, Entrance of the Persian Gulf.

No. 2837a, Persian Gulf, Eastern sheet.

Authority.—The Director of the Royal Indian Marine, Bombay, dated 6th December 1920.

INDIA—WEST COAST, KARACHI.

Manora Point—Buoy established.

No. 365 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 176M. of 1920), are republished:—

Position.—At a distance of about 4 miles 278° from Manora Point Light.

Lat. $24^{\circ} 48'$ N.
Long. $66^{\circ} 54\frac{1}{4}'$ E.

Details.—A nun buoy, painted red, has been moored in the above position for military purposes.

Remarks.—During the strength of monsoon this buoy will be removed on 15th May 1920 and replaced in position again after the monsoon is over.

Charts affected.—No. 41, Cape Monze to Kedewari mouth.
“ 39, Sind and Kutch Coasts.
“ 38, Maskat to Karachi.
“ 826, Karachi to Vengurla.

Publication.—West Coast of India Pilot, 1919, page 336.

Authority.—Port Officer, Karachi, dated 29th November 1920.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel—Temporarily replaced by a country brig.

No. 366-I (third publication).—

Former Notice.—No. 336-I. of 1920 is hereby cancelled.

Subject.—The South Patches light-vessel "Sarsuti" will be removed from her station on the 1st January 1921 and replaced early in February 1921.

During her absence a 54-ton country brig will be moored in the same position. She will have "S. P." painted in large letters on each side.

By day.—She will carry a black ball on her main topmast head.

By night.—She will exhibit two ordinary ship's riding lights, in a horizontal position, one at each foretop sail yardarm and will also burn a flare every half hour.

Position.—Lat. 21° 29' N., long. 91° 37' E.

Charts affected.—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

Publications.—List of Lights, Part VI, 1920, No. 630.

Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong, Notice dated 27th December 1920.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

THE COMMISSIONERS FOR

General Balance Sheet

ACCOUNT

Account No.	LIABILITIES.	Amount.	Total.
		Rs. A. P.	Rs. A. P.
II	Capital Account—		
	Credits ... ...	.....	14,56,17,780 14 10
III	Revenue Account—		
	Balance ... ...	.....	6,89,312 7 8
IV	Sundry outstanding—		
	Fixed general deposits	450 0 0	
	Ordinary deposits of Importers and Exporters.	2,97,740 9 0	
	Fixed marine deposits	3,000 0 0	
	Marine dues payable to Government ...	28,113 9 0	
	Security and other deposits ...	5,61,822 5 5	
	Miscellaneous credits pending disbursement.	2,627 10 11	
	Demands payable	15,04,672 3 2	
	Pension and leave allowances payable in England.	1,025 5 4	
	Unclaimed wages and miscellaneous bills.	33,914 10 2	
	Materials purchase account ...	78,713 2 5	25,12,079 7 5
IV	Debenture Interest Account—		
	Unclaimed interest on debentures ...	.....	2,74,913 0 3
IV	Funds—		
	Revenue Reserve Fund	46,75,320 8 9	
	Vessels Replacement Fund ...	23,26,357 12 9	
	Fire Insurance Fund	7,70,986 11 6	
	Fines Fund	2,662 7 2	
	Reserve Fund for depreciation of Provident Fund Securities.	51,663 7 7	
		78,26,990 15 9	
	TOTAL ...	15,69,21,076 13 11	

N. G. PARK.

D. N. DUTT,

The 14th August 1920. Chief Accountant. Examiner, Outside Accounts. Calcutta.

THE PORT OF CALCUTTA.

at 31st March 1920.

I.

Account No.	ASSETS.	Amount.	Total.
II	Capital Account— Debits	Rs. A. P.	Rs. A. P. 14,30,17,661 12 0
IV	Outstanding Bills Recoverable— Coal, Petroleum and Marine charges ... 5,57,676 11 7 Rent and other miscellaneous charges... 1,87,448 12 4	Rs. A. P. .....	.....
IV	Outstanding Earnings	7,45,125 7 11	
IV	Sundry Outstanding Debits pending adjustment... Debits pending recovery (for stores supplied and works done) ... Advances on imprest account ... Advances to employees for investment in Indian War Loans ... Unadjusted workshop charges (pending completion of works) ... Provident Fund Collections Account	52,852 14 3 2,52,274 5 11 75,847 2 7 4,670 0 0 19,873 6 0 50,561 9 3	
IV	Bank of Bengal, Debenture-holders' Interest Account ...	10,885 3 11	
IV	National Bank of India, Ltd., sterling Debenture loan of £700,000 Interest Account	2,72,253 0 3	
IV	Chartered Bank of India, Australia and China, sterling Debenture loan of £500,000 Interest Account ...	940 0 0	
IV	Short notice deposit in Bank of Bengal on account of others ...	1,720 0 0	
IV	Coutts & Co., London, on current account ...	15,500 0 0	
IV	London Agent (to be accounted for) ...	31,601 15 4	
IV	Investment of Funds— Revenue Reserve Fund ... Vessels Replacement Fund ... Fire Insurance Fund ...	1,66,649 3 4 14,37,976 0 0 15,39,074 6 0 5,30,775 0 0	17,00,754 4 9
IV	Stock Account— Stores in hand ... Stores in transit ...	15,45,718 9 4 92,058 1 8	35,07,825 6 0
...	Howrah Bridge Account ... Cash in Bank, in Sterling War Bonds and in hand—	.....	16,37,776 11 0
...	Bank of Bengal on current account	4,24,123 8 1	5,10,324 4 6
...	Bank of Bengal on short Notice deposit	51,00,000 0 0	
...	Sterling War Bonds ...	8,70,000 0 0	
...	Cash in hand ...	1,52,610 15 7	
	Total ...	.....	65,46,734 7 8
		.....	15,69,21,076 13 11

H. G. TOMKINS,

Accountant-General, Bengal.

S. C. WILLIAMS,

Vice-Chairman.

APPENDIX TO THE CALCUTTA GAZETTE, JAN. 19, 1921.

THE COMMISSIONERS FOR

Capital Account

ACCOUNT

Dr.

		Expenditure to 31st March 1919.		Expenditure during 1919-20.		Total.
		Rs.	A. P.	Rs.	A. P. Cr.	
I.—To Block— Cost price of land, works, etc., closed to Block Account	...	12,27,91,044	10 11	18,89,055	9 3	12,09,01,989 1 8
II.—To Works in Progress— Expenditure on works completed but not fully paid, for and works under construction.		1,89,19,353	2 10	18,66,439	10 1	2,07,85,792 12 11
III.—To Discount on Loans	...	14,17,10,897	18 9	22,615	15 2	14,16,87,781 14 7
IV.—To Stamp duty on Debenture loans	...	13,21,345	0 5	.....	.....	13,21,345 0 5
		28,120	10 0	Cr. 19,585	18 0	8,534 13 0
	Total	14,30,59,863	8 2	Cr. 42,201	12 2	14,30,17,661 12 0
V.—To Balance	...	.....	.....	.....	.....	26,00,119 2 10
	Total	...	.....	.....	.....	14,56,17,780 14 10

N. G. PARK,

Chief Accountant.

The 14th August 1920.

D. N. DUTT,

Examiner, Outside Accounts, Calcutta.

THE PORT OF CALCUTTA.

to 31st March 1920.

No. II.

Cr.

	Receipts to 31st March 1919.	Receipts during 1919-20.	Payments during 1919-20.	Total.	Total.
I.—By Government Loans—					
Loan for Port	17,65,000 0 0	.....	.....	17,65,000 0 0	
Do. Docks	2,87,70,565 14 8	.....	.....	2,87,70,565 14 8	
<i>Less—Repaid</i>	29,89,094 9 2	.....	3,86,486 5 7	33,75,580 14 9	
	2,57,81,471 5 6	.....	3,86,486 5 7	2,53,94,984 15 11	
	2,75,46,471 5 6	.....	3,86,486 5 7	2,71,59,984 15 11	
					2,71,59,984 15 11
II.—By Debenture Loans—					
Debenture Loans to end of 1919-20	9,64,35,600 0 0	.....	.....	9,64,35,600 0 0	
<i>Less—At credit of Sinking Fund</i>	9,64,35,600 0 0	.....	.....	9,64,35,600 0 0	
	2,13,82,139 12 1	.....	20,45,148 3 0	2,34,27,287 15 1	
	7,50,58,460 3 11	.....	20,45,148 3 0	7,30,08,312 0 11	
					7,30,08,312 0 11
III.—By Temporary loan in connection with Budge Budge Petroleum Depot extension ...	1,80,516 10 1	.....	.....	1,80,516 10 1	
IV.—By Contributions and Transfers from Government—					
Contribution for road north of Abeeritollah	74,584 0 0	.....	.....	74,584 0 0	
Transfer of landing stage at Prinsep Ghat	10,000 0 0	.....	.....	10,000 0 0	
Transfer of Port Approaches Block	2,35,461 0 0	.....	.....	2,35,461 0 0	
	3,20,045 0 0	.....	.....	3,20,045 0 0	
					3,20,045 0 0
V.—By Contributions from Revenue—					
Repayment of Consolidated Loan	60,25,100 0 0	.....	.....	60,25,100 0 0	
Repayment of Debenture Loans	60,00,000 0 0	.....	.....	60,00,000 0 0	
New Works	33,32,332 1 5	6,14,715 3 6	.....	39,47,047 4 11	
Sinking Fund on Debenture Loans	2,13,82,139 12 1	20,45,148 3 0	.....	2,34,27,287 15 1	
Repayment of Kidderpore Dock Loan	29,89,094 9 2	3,86,486 5 7	.....	33,75,580 14 9	
	3,97,28,066 6 8	30,46,349 12 1	.....	4,27,75,916 2 9	
					4,27,75,916 2 9
VI.—By Vessels Replacement Fund—					
Amount contributed to Capital Account for new works ...	24,35,546 11 10	.....	3,14,338 0 7	21,21,208 11 3	
VII.—By Deposits—					
Amount received from the public for special works	10,793 6 6	.....	.....	10,793 6 6	
					10,793 6 6
VIII.—By Sale of Structures—					
Old Army Remount depôt ...	41,903 15 5	.....	.....	41,903 15 5	
Total ...	14,56,17,403 11 11	30,46,349 12 1	27,45,972 9 2	14,56,17,780 14 10	
					14,56,17,780 14 10

H. G. TOMKINS,
Accountant-General, Bengal.

S. C. WILLIAMS,
Vice-Chairman.

THE COMMISSIONERS FOR

Revenue

ACCOUNT

Dr.

EXPENDITURE.

AMOUNT.

Rs. A. P. Rs. A. P.

To I.—Control and General—

(a) Offices of Vice-Chairman, Chief Engineer, Traffic Manager, Deputy Conservator, Chief Accountant and Store-keeper ...	6,94,638 4 10
(b) Pensions and Leave Allow- ances	2,83,221 8 6
(c) Miscellaneous, including London Agency ...	2,93,428 0 7
	—————
	12,71,287 13 11
,, II.—Jetties	13,25,994 6 3
,, III.—Tea Warehouse ...	1,70,456 9 11
,, IV.—Petroleum Wharf ...	38,663 10 6
,, V.—Inland Vessels Wharves ...	2,21,299 7 3
,, VI.—Rentalable Lands and Buildings	1,96,874 15 10
,, VII.—Port	11,18,095 2 10
,, VIII.—Port Approaches ...	12,25,162 4 6
,, IX.—Railway	19,00,732 7 1
,, X.—Wet Docks	40,75,007 13 10
,, XI.—Dry Docks	98,676 0 6
,, XII.—Ferry Service ...	4,62,370 12 7
,, War Bonus	3'91,458 3 4
	—————
Carried over	1,24,96,079 12 4

N. G. PARK,
Chief Accountant.

The 14th August 1920.

THE PORT OF CALCUTTA.

Account for 1919-20.

No. III.

By	INCOME.	Cr.	AMOUNT.		
			Rs.	A.	P.
By I.—Control	30,132	2	8	
.. II.—Jetties	25,83,016	3	11	
.. III.—Tea Warehouse	4,83,044	15	6	
.. IV.—Petroleum Wharf	4,65,937	8	2	
.. V.—Inland Vessels Wharves	4,56,732	6	6	
.. VI.—Rentable Lands and Buildings	10,01,680	6	3	
.. VII.—Port	4,94,135	5	4	
.. VIII.—Port Approaches	6,08,097	10	4	
.. IX.—Railway	19,33,589	2	0	
.. X.—Wet Docks	48,13,546	3	9	
.. XI.—Dry Docks	3,03,107	7	11	
.. XII.—Ferry Service	5,09,625	12	3	
.. XIII.—River Dues	17,87,567	14	7	
.. XIV.—Special War Surcharges	64,66,809	2	1	
.. Sale of unserviceable materials	82,220	3	3	
.. Contribution from Howrah Bridge	27,530	8	3	
.. Amount transferred from Capital to Revenue on account of haulage and maintenance of rolling stock including establishment employed on reclamation works chargeable to Capital	30,743	0	9	
.. Difference in exchange on remittance to London	1,96,418	13	2	
<hr/>			<hr/>		
	Carried over	... ...	2,22,73,934	14	8
<hr/>			<hr/>		

S¹ C. WILLIAMS,

Vice-Chairman.

THE COMMISSIONERS FOR

Revenue Account

ACCOUNT

Dr.

	EXPENDITURE	AMOUNT.
	Rs. A. P.	Rs. A. P.
Brought forward ...		1,24,96,079 12 4
To Interest and Sinking Fund Charges—		
Interest on Government Loans—		
On Loan for Port (Book Debt) ...	79,425 0 0	
On Loan for Docks... 10,27,432 4 1		11,06,857 4 1
Interest on Debenture Loans—		
On Loans issued in India ... 21,30,007 1 6		
On £1,200,000 sterl- ing loans issued in England ... 7,20,000 0 0		28,50,007 1 6
Sinking Fund Charges &c.—		
On Government Loan for Docks ... 3,86,486 5 7		
On Debenture Loans 17,47,206 0 0		21,33,692 5 7
		60,90,556 11 2
To contributions to Funds—		
Contribution to Vessels Replacement Fund	5,00,000 0 0	
Contribution to Reserve Fund for de- preciation of Provident Fund Secu- rities	7,239 10 6	5,07,239 10 6
To appropriation for depreciation of Securities—		
Revenue Reserve Fund ...	1,46,205 0 0	
Vessels' Replacement Fund ...	1,75,399 11 0	
Fire Insurance Fund ...	50,749 0 0	
		3,72,353 11 0
To appropriation to meet deprecia- tion of sinking fund investment...	.....	30,85,645 0 0
To balance carried to General balance sheet	....	6,89,312 7 8
Total ...		<u>2,32,41,187 4 8</u>

N. G. PARK,

Chief Accountant.

The 14th August 1920.

D. N. DUTT,

Examiner, Outside Accounts.

Calcutta.

HOWRAH*Revenue Account**Dr.*

Grant No.	Expenditure.	Revised estimate.	Actuals.		
			Rs.	Rs. A. P.	Rs. A. P.
ESTABLISHMENT.					
1	Supervision	3,708	4,490	2 9	
2	Bridge	41,400	42,433	7 6	
3	Ferry Steamer <i>Howrah</i> ...	12,200	13,505	9 3	
4	" <i>Buckland</i> ...	7,764	8,209	15 0	
5	Armenian Ghat Landing Stage	624	661	13 0	
6	Howrah Landing Stage ...	624	681	11 0	
7	Leave and Acting Allowances	240	100	0 0	
8	Compassionate Allowances ...	1,405	1,300	4 0	
9	Police	576	1,056	6 5	
9a	War Bonus	6,000	6,323	5 9	
	Total ...	74,541			78,762 10 8
STORES.					
10	Howrah Bridge	9,000	7,786	8 0	
11	Ferry Steamer <i>Howrah</i> ...	11,000	9,800	1 1	
12	" <i>Buckland</i> ...	13,000	11,582	13 6	
	Total ...	33,000			29,169 6 7
MAINTENANCE AND REPAIRS.					
Bridge—					
13	Metalled approaches and Abutments.	2,000	5,016	3 10	
14	Chief Officer's and lascars' quarters.	700	684	13 5	
15	Pontoons, fenders and shieldings.	20,000	17,656	0 10	
16	Superstructure ...	14,000	10,825	7 9	
17	Roadway surface and foot-paths.	47,000	47,896	13 4	
18	Watering roadway ...	2,000	2,061	11 11	
19	Electric Lamps	1,200	1,122	14 2	
20	Dredging	45,000	34,360	9 9	
21	Bridge Openings	3,000	3,164	14 6	
22	Repairs to Damages ...	6,000	6,279	4 10	
23	General charges (workshops)	2,000	2,218	14 0	
24	Ferry Landing Stage Howrah side.	3,000	485	15 0	
Vessels and Boats—					
25	<i>Howrah</i>	8,000	15,554	6 9	
26	<i>Buckland</i>	30,000	28,336	10 0	
27	Buoy boat	1,500	1,241	6 11	
28	Workshop Commission ...	5,000	7,164	13 3	
	Total ...	1,90,400			1,84,021 0 3
	Carried over ...	2,97,941			2,91,953 1 6

BRIDGE.

for the year to 31st March 1920.

Cr.

	Income.	Revised Estimate.	Actuals.	
		Rs.		Rs. A. P.
Fees from East Indian Railway on railway traffic	... 2,80,000	.....	2,78,762 12 9	
Contribution from Bengal-Nagpur Railway	... 26,000	.....	26,000 0 0	
Earnings for Ferry Steamers	53,000	.....	55,375 0 0	
Interest on Investments	18,913	.....	18,920 2 0	
Rent of Howrah Dockyard Land	... 7,055	.....	6,917 14 8	
Miscellaneous receipts	... 5,000	.....	4,804 8 4	
Rent of Bridge Officer's Quarters	... 480	.....	473 7 6	
Carried over	... 390,448	.....	3,91,253 13 3	

HOWRAH*Revenue Account**Dr.*

Grant No.	Expenditure.	Revised estimate.		Actuals.	
		Rs.	Rs. A. P.	Rs.	A. P.
	Brought forward ...	2,97,941	.....	2,91,953	1 6
MISCELLANEOUS.					
29	Contribution to the Calcutta Port Trust for Administration ...	18,500	18,500 0 0		
30	Contribution to the Calcutta Port Trust for use of S. L. "Psyche" ...	1,500	1,865 11 0		
31	Lighting ...	7,500	6,360 3 10		
32	Advertising ...	3,500	3,601 13 6		
33	Stationery and printing ...	500	449 10 2		
34	Rent and telephone ...	150	150 0 0		
35	Uniforms ...	700	991 10 9		
36	Taxes ...	823	822 15 0		
37	Sundry charges not classed ...	500	217 5 11		
38	Rent of Howrah Bridge Chief Officer's Quarters at A. Ghat	..	1,200 0 0		
39	Interest on overdraft ...	26,000	25,881 8 0		
		59,673	60,040 14 2	60,040	14 2
	Total Expenditure ..	3,57,614	.....	3,51,993	15 8
	Balance for 1919-20 carried down	...	...	39,259	13 7
		Total ..	3,91,253	13 3	
Revenue					
	Balance brought forward from last year	...	...	3,22,159	1 9
		Total ..	3,22,159	1 9	

N. G. PARK,

Chief Accountant.

The 14th August 1920.

BRIDGE.

for the year to 31st March 1920.

Cr.

	Income.	Estimate.	Actuals.	
		Rs.	Rs. A. P.	Rs. A. P.
Brought forward	...	3,90,448	.....	3,91,253 13 3
Total Income	...	3,90,448	.....	3,91,253 13 3
			Total	... 3,91,253 13 3

Balance Account.

Balance for 1919-20 brought down	...	...	39,259 13 7
Balance at 31st March 1920	...	...	2,82,899 4 2
Total	...		3,22,159 1 9

D. N. DUTT,
Examiner, Outside Accounts,
Calcutta.

H. G. TOMKINS,
Accountant-General,
Bengal.

S. C. WILLIAMS,

Vice-Chairman

Audit certificate and report on the accounts of the Calcutta Port Trust and of the Howrah Bridge for the year 1919-20.

CERTIFIED that the accounts of the receipts and expenditure under section 76 of Bengal Act III of 1890, and the accounts of the Howrah Bridge for the year 1919-20 have been audited and examined under our supervision.

2. Certified also that the printed balance sheets and the statements of Income and Expenditure prepared from the accounts have been checked and found to agree with the books. They have been signed by us subject to the following remarks.

3. **Revenue and Expenditure.**—In certain cases deliveries and shipments were made before collection of the Port dues. This was not in accordance with the provisions of section III of the Port Act.

4. The expenditure under the Revenue Account exceeded by Rs. 11,24,977-13 the supplementary estimate framed by the Commissioners in December 1919 and sanctioned by Government in March 1920. At the same time the revenue collections were more than this estimate by Rs. 13,51,557-14-8. The excess in expenditure and the utilization of increased revenue receipts for such excesses require to be regularized under the orders of Government.

5. The payment of Rs. 7,239-10-6 on account of contribution to Reserve Funds for the depreciation of Provident Fund securities was not in accordance with the orders of Government contained in Bengal Government letter No. 1626-Marine, dated 15th May 1919, as the securities themselves were kept outside the accounts of the Commissioners. It is understood that revised rules relating to the Provident Fund are under consideration.

6. **Capital Account.**—A sum of Rs. 2,34,27,287-15-1 is shown at the credit of the Sinking Fund on 31st March 1920 in the Capital Account.

This includes Port Trust debentures of the nominal value of Rs. 1,14,30,400, which the Commissioners decided to cancel in December 1919, but which have been actually cancelled in the subsequent year as also Port Trust debenture of the nominal value of Rs. 1,32,71,600 valued at 75 per cent. It is understood that arrangements have since been made for further writing down the value of these latter debenture by cash payments from revenue funds.

7. It was noticed that a sum of Rs. 20,47,700 belonging to the Sinking Fund had been placed on short notice deposit in the Bank of Bengal on 31st March 1920 instead of the money being invested in Government securities or Port Trust Debentures, as laid down in sub-section (3) of section 24 of the Calcutta Port Act.

8. **Suspense Account.**—A sum of Rs. 10,885-3-11 is shown on the asset side of the Balance sheet against Provident Fund Collection account. This represents the outstanding amount of a loan made from the Port Trust Fund to the Provident Fund to enable the latter to meet certain cash demands of the subscribers of that Fund. Under Bengal Government letter No. 1626-Marine, dated the 15th May 1919, the Provident Fund forms part of the general cash balance of the Port Trust, and hence the whole of the balance at the credit of that Fund and not merely the amount mentioned above has to be shown as an asset with a corresponding liability for the amounts due to the subscribers.

9. **Howrah Bridge.**—The accounts of the Howrah Bridge for the year 1919-20 have been audited. They closed on the 31st March 1920, with a debit cash balance of Rs. 5,10,324-4-6 as detailed below:—

	Rs. A. P.
Revenue Account	2,82,899 4 2
Suspence Fund, etc.	1,52,007 7 11
	<hr/>
Total	75,417 8 5
	<hr/>
	5,10,324 4 6

The excess liabilities over assets amounted to Rs. 2,82,899-4-2.

10. The financial position of the Trust on 31st March 1920 was sound. It had a cash balance (including sterling war bonds) of Rs. 65½ lakhs of which Rs. 43 lakhs were held in reserve at the credit of Miscellaneous Funds. It had in addition Indian securities of the book value of about Rs. 35 lakhs.

H. G. TOMKINS,
Accountant-General, Bengal.

CALCUTTA, The 22nd December 1920.



The Calcutta Gazette

WEDNESDAY, JANUARY 26, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

C. B. BAYLEY,
*Deputy Secretary
to the Government of Bengal.*

CALCUTTA, the 17th January 1921.

CHINA SEA—GULF OF SIAM, MALAY PENINSULA.

Singora Light—Normal Characteristics resumed.

No. 20. (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1969 of 1920), are republished:—

Former Notices.—Nos. 835, 1341 and 1748 of 1920. (*This office Nos. 186, 292 and 355 of 1920*)

Position.—On the summit of Pagoda hill.

Lat. $7^{\circ} 12\frac{1}{2}'$ N., long. $100^{\circ} 35\frac{1}{2}'$ E.

Description.—An *occulting white light every thirty seconds.*

Note.—The note “Irregular (1920)” against this light is to be expunged from the charts.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan.
“ 2414, Gulf of Siam.

Publications.—List of Lights, Part VI., 1920, No. 1352.
China Sea Pilot, Vol. III., 1912, page 123, Supplement No 5, 1920.

Authority.—Bangkok Notice No. 197 of 1920. (H. 8065-20.)

CHINA, SOUTH-EAST COAST.

Canton River, Blenheim Reach—Caution with regard to Depths.

No. 21 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1980 of 1920), are republished:—

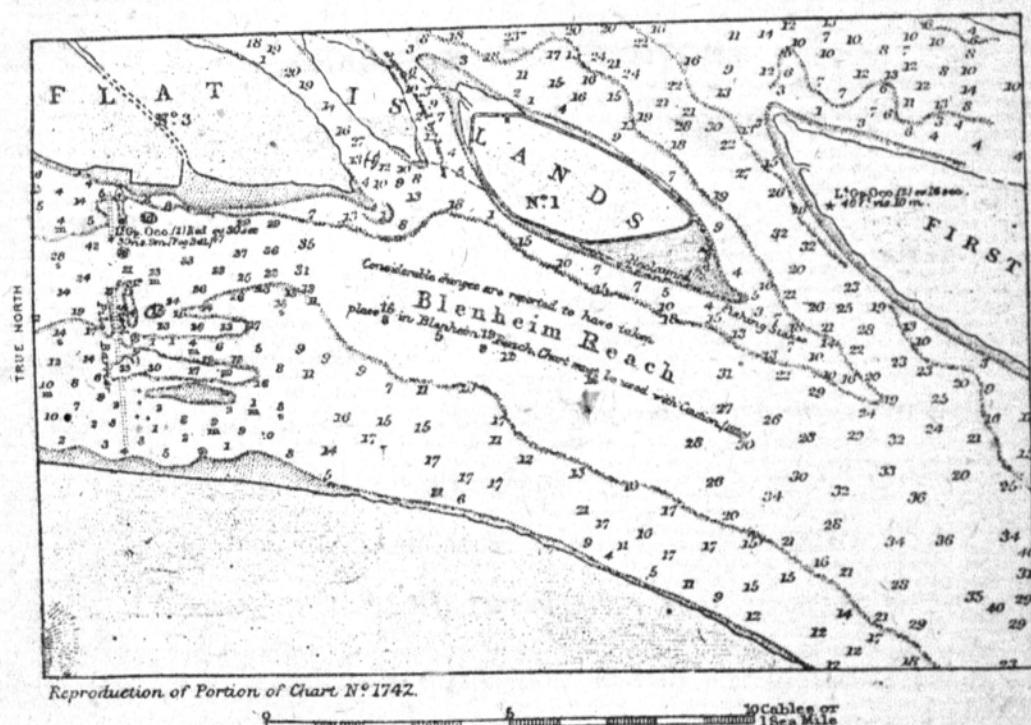
Position.—Flat island No. 1, lat. $23^{\circ} 04\frac{1}{4}'$ N., long. $113^{\circ} 28\frac{1}{4}'$ E.

Caution.—Information has been received that considerable changes in depths have taken place in Blenheim reach. In consequence of these changes, correction to the charts as shown on the reproduction below of a portion of chart No. 1742, has been rendered necessary pending the receipt of further details.

Charts affected.—No. 1742, Chu kiang or Canton river—sheet IV.
,, 3588, Canton river delta.

Publication.—China Sea Pilot, Vol III, 1912, pages 458, 463.

Authority.—Canton Notice No. 156 of 1920. (H. 7979-20).



JAPAN—KIUSSIU, WEST COAST.

Sakitsu Ura Entrance and Approach—Existence of Shoals.

No. 22 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1989 of 1920), are republished:—

(a) *Position.*—At a distance of $1\frac{1}{10}$ cables, 174° , from Koga se 73-foot rock, in the approach to Sakitsu ura.

Lat. $32^{\circ} 19'$ N., long. $129^{\circ} 57'$ E.

Depth.— $1\frac{1}{2}$ fathoms (rock).

(b) *Position.*—At a distance of 3½ cables, 200°, from the ▲ near the 360-foot summit on Kurose saki, at the northern side of the entrance to Sakitsu ura.

Lat. 32° 18' N., long. 129° 59' E.

Depth.—6½ fathoms (rock).

Charts affected.—No. 135, Plan of Sakitsu ura.

” 836, Amakusa islands and Yatsushiro sea.

” 358, Western coasts of Kiusiu and Honshū.

Publication.—Japan Pilot, 1914, page 444.

Authority.—Japanese Government Chart. (H. 8221/20.)

AUSTRALIA, NORTH COAST—CLARENCE STRAIT.

Howard Channel—Amended Positions of Light-Buoys.

No. 23 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2000 of 1920), are republished:—

(1) Howard knoll light-buoy:

Position (approximate).—At a distance of about 7½ cables southward of charted position.

Lat. 12° 00' 30" S., long. 131° 18' 45" E.

Description.—A black can light buoy numbered “2,” exhibiting a *group flashing red* light.

(2) Rooper rock light-buoy:

Position.—At a distance of about 5½ cables north-westward of charted position.

Lat. 12° 04' 18" S., long. 131° 11' 00" E.

Description.—A red can light-buoy numbered “3,” exhibiting a *group flashing white* light.

Charts affected.—No. 1095, Clarence strait.

” 613, Melville island, with Dundas and Clarence straits. (1).

Publication.—Australia Pilot, Vol. V., 1914, pages 96, 103, 104; Supplement No. 4, 1920.

Authority.—H. M. A. S. *Geranium*, Hyd. Note No. 1 of 1920. (H. 8119/20.)

The 10th January 1921.

STRAIT OF MALACCA.

Klang Strait and Approaches—Alterations in Buoyage, &c.

No. 11 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1903 of 1920), are republished:—

(1) Alterations in lights on light-buoys:

(a) *Position.*—In northern approach to North Klang strait.
Lat. 3° 20' N., long. 101° 00½' E.

Alteration.—The occulting white light on this light buoy has been replaced by a *flashing white* light *every fifteen seconds*.

Remarks.—This light-buoy is known as “Angsa bank light-buoy.”

(b) *Position.*—Marking Batu Penyu (Glamorganshire rock).

Lat. 3° 13½' N., long. 101° 13' E.

Alteration.—The occulting red light on this light buoy has been replaced by a *flashing white* light *every ten seconds*.

(2) Buoys established:

(a) *Position.*—Off the entrance to Sungi Serdang Besar and Sungi Kapar.

Lat. $3^{\circ} 06' 07''$ N., long. $101^{\circ} 19' 24''$ E.

Description.—A buoy surmounted by a white staff and cage.

Remarks.—A signal station, which forms a conspicuous mark, is situated on the northern side of the entrance to Sungi Sematan in lat. $3^{\circ} 05' 15''$ N., long. $101^{\circ} 21' 12''$ E.

(b) *Position.*—At a distance of about one mile westward of Tanjong Buas Buas, situated at the southern end of South Klang strait.

Lat. $2^{\circ} 52' 55''$ N., long. $101^{\circ} 15' 10''$ E.

Description.—A buoy surmounted by a white staff and cage.

Remarks.—The construction of the beacon on the shoal close eastward of the above buoy has not been proceeded with and the note on the charts "Bn. buildg. marked by Fixed Wh. Lt. (1915)" is to be expunged.

Charts affected.—No. 3453, Klang strait and approaches.

„ 3766, North approach to Klang strait. (1).

„ 794, Pulo Berhala to Cape Rachado

„ 1355, Malacca strait. (1).

Publications.—List of Lights, Part VI, 1920, No. 760.

China Sea Pilot, Vol. I, 1916, pages 209 to 216.

Authority.—Harbour Master, Selangor. (H. 8060-20.)

STRAIT OF MALACCA—KLANG STRAIT.

Tanjong Bakau Light—Temporary Alteration in Character.

No. 12 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1904 of 1920), are republished:—

Position.—Lat. $3^{\circ} 04\frac{1}{4}'$ N., long. $101^{\circ} 20'$ E.

Alteration.—The character of the light has been temporarily altered from occulting white to *fixed white*.

Charts temporarily affected.—No. 3453, Klang strait and approaches.

„ 3766, North approach to Klang strait.

Publication.—List of Lights, Part VI, 1920, No. 754.

Authority.—Harbour Master, Selangor. (H. 8060-20.)

CELEBES, SOUTH-EAST COAST--FLORES SEA.

Non-Existence of Reefs.

No. 13 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1926 of 1920), are republished:—

Positions.—(i) Richard Wale reef, lat. $6^{\circ} 50'$ S. long. $121^{\circ} 29'$ E.

(ii) Emperor of China reef, lat. $6^{\circ} 45'$ S. long. $124^{\circ} 16'$ E.

(iii) New Rock, lat. $6^{\circ} 39'$ S. long. $124^{\circ} 41'$ E.

Details.—A careful search having failed to reveal any trace of the existence of the above reefs, they are accordingly to be expunged from the charts.

Charts affected.—No. 3616, Tomori gulf to Salayar strait. (i).
 „ 942a, Eastern archipelago—sheet 3.
 „ 1263, China sea.
 „ 2759a, Australia—northern portion.
 „ 2483, Atlantic and Indian oceans, &c. (ii) and (iii).

„ 2683, Pacific ocean. (ii) and (iii).

Publication.—Eastern Archipelago Pilot, Part II. 1913, pages 322, 479.

Authority.—Hague Notice No. 1517 of 1920. (H. 5211-20.)

JAPAN—KIU SIU, NORTH-WEST COAST.

O Shima—Shoal northward of.

No. 14 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1927 of 1920), are re-published:—

Position.—At a distance of about $1\frac{1}{4}$ miles southward from Shira se light.

Lat. $33^{\circ} 04' 22''$ N. long. $129^{\circ} 36' 54''$ E.

Depth.— $4\frac{1}{2}$ fathoms (rock).

Charts affected.—No. 2387, Io jima to Madara jima.

„ 359, Nagasaki to Karatsu, with the Goto islands.

Publication.—Japan Pilot, 1914, pages 473, 474; Revised Supplement (2), 1919.

Authority.—Tokyo Notice No. 239 of 1920. (H. 8089-20.)

GULF OF ADEN—JIBUTI NORTHERN APPROACH.

Maskali Island—Buoy south-westward of, removed.

No. 15 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1935 of 1920), are re-published:—

Position.—At a distance of about one mile south-westward from the western end of Maskali island.

Lat. $11^{\circ} 41'$ N. long. $43^{\circ} 09'$ E.

Details.—The black can buoy which formerly marked the western end of the detached reef has been removed.

Charts affected.—No. 253, Jebel Jan to Shab Kulangarit.

„ 8e, Red sea—sheet 5.

Publication.—Red Sea, &c., Pilot, 1909, page 427.

Authority.—Paris Notice No. 1962 of 1920. (H. 7300-20.)

NEW ZEALAND, NORTH ISLAND—MANUKAU HARBOUR.

Huia Banks—Buoy established.

No. 16 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1938 of 1920), are re-published:—

Position.—On the southern side of Huia banks, at a distance of one mile, 126° , from the outer end of Huia wharf.

Lat. $37^{\circ} 01\frac{1}{4}'$ S. long. $174^{\circ} 34\frac{3}{4}'$ E.

Description.—A black can buoy.

Chart affected.—No. 2726, Manukan harbour.

Publication.—New Zealand Pilot, 1919, page 71.

Authority.—Wellington Notice No. 52 of 1920. (H. 8173-20.)

JAPAN—HOKUSHU, SOUTH COAST.

Mororan Ko—Light established on Breakwater under construction; Light-house under construction.

No. 17 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1939 of 1920) are republished:—

1. Light established on breakwater under construction:

Position.—On outer end of breakwater under construction and at a distance of $3\frac{1}{4}$ cables, 15° , from the centre of the 99-foot summit on Shikuzushino hana.
Shikuzushino hana, lat. $42^{\circ} 20\frac{1}{2}'$ N., long. $140^{\circ} 56\frac{1}{2}'$ E.

Abridged description.—Lt. F., Red.

Description.—A fixed red light.

Remarks.—The breakwater, which is in course of construction, extends from the above position in a 195° direction to Shikuzushino hana.

Note.—This breakwater is to be indicated in pecked lines on the charts and marked “Under construction.”

2. Lighthouse under construction:

Position.—At a distance of $5\frac{8}{10}$ cables, 353° , from the centre of the 99-foot summit referred to above.

Details.—A lighthouse is being built in the above position and a note “*Lt. Ho. (building)*” is to be inserted on the charts.

Charts affected.—No. 3507, Mororan ko.

“ 3591, Iburi wan or Uchiura wan.

Publications.—List of Lights, Part VI, 1920, No. 2099a.
Japan Pilot, 1914, page 717.

Authority.—Tokyo Notice No. 257 of 1920. (B. 8099-20.)

INDIA—WEST COAST.

Kathiawar Coast—Derelict reported south-westward of.

No. 18 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 191M of 1920), are republished:—

Former Notice No. 174-M. of 1920—(This office No. 363 of 1920.)

Date sighted.—16th December 1920.

Position.—Lat. $20^{\circ} 39'$ N.

Long. $68^{\circ} 45'$ E.

Details.—The Master of SS. “Waroonga” reports having passed a derelict dhow awash in the above position.

Remarks.—From report received it would appear that this derelict is that reported in the former notice quoted above.

Caution.—This derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 826, Karachi to Vengurla.

“ 748b, Indian Ocean, Northern portion.

AUSTRALIA—SOUTH COAST—SPENCER GULF.

Wardang Island Light—Position incorrectly shown on Charts.

No. 19 (second publication).—

Subject.—The position of the Wardang Island Light as shown on Admiralty Charts Nos. 752 and 2389 is incorrect. The correct position is as follows:—

Position.—On the summit of Wardang Island, at a distance of 6-6/10 cables, 323° (N. 42° W. Mag.), from the position shown on Charts Nos. 752 and 2389.

Lat. $34^{\circ} 30' 11''$ S., Long. $137^{\circ} 20' 49''$ E.

Charts affected.—No. 752, Port Victoria.

„ 2389, St. Vincent and Spencer Gulfs.

Authority.—Melbourne Notice No. 26 of 1920.

The 4th January 1921.

INDIA, WEST COAST—BOMBAY HARBOUR ENTRANCE.

Prongs reef—Light-buoy replaced in position.

No. 1 (third publication).—

Former Notice.—No. 339 of 1920.

Subject.—The Prongs reef light-buoy has been replaced in its former position. The light is of the same character as before.

Position.—Lat. $18^{\circ} 52'$ N., long. $72^{\circ} 49\frac{1}{4}'$ E.

Charts affected.—No. 2621, Bombay harbour.

„ 737, Arnala island to Kundari island.

Publication.—West Coast of India Pilot, 1919, page 223.

Authority.—The Director of the Royal Indian Marine, Bombay, telegram dated 29th December 1920.

INDIAN OCEAN—SEYCHELLES GROUP.

Bird Island—Correction to Former Notice.

*No. 2 (third publication).—*The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1586 of 1920), are republished:—

Former Notice.—No. 1519 of 1920. (*This office No. 313 of 1920.*)

For "long. $56^{\circ} 07' 50''$ E." read "long. $55^{\circ} 07' 50''$ E."

Authority.—Hydrographic Department. (H. 6934-20.)

CHINA, EAST COAST.

Wei Hai Wei Anchorage—Amendment to Charts regarding Berths and Mooring-Buoys.

No. 3 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1837 of 1920), are republished:—

Position.—Observation spot, lat. $37^{\circ} 30' N.$, long. $122^{\circ} 09' E.$

Details.—The accompanying reproductions of portions of chart No. 3025 show the necessary amendments to that chart with regard to:—

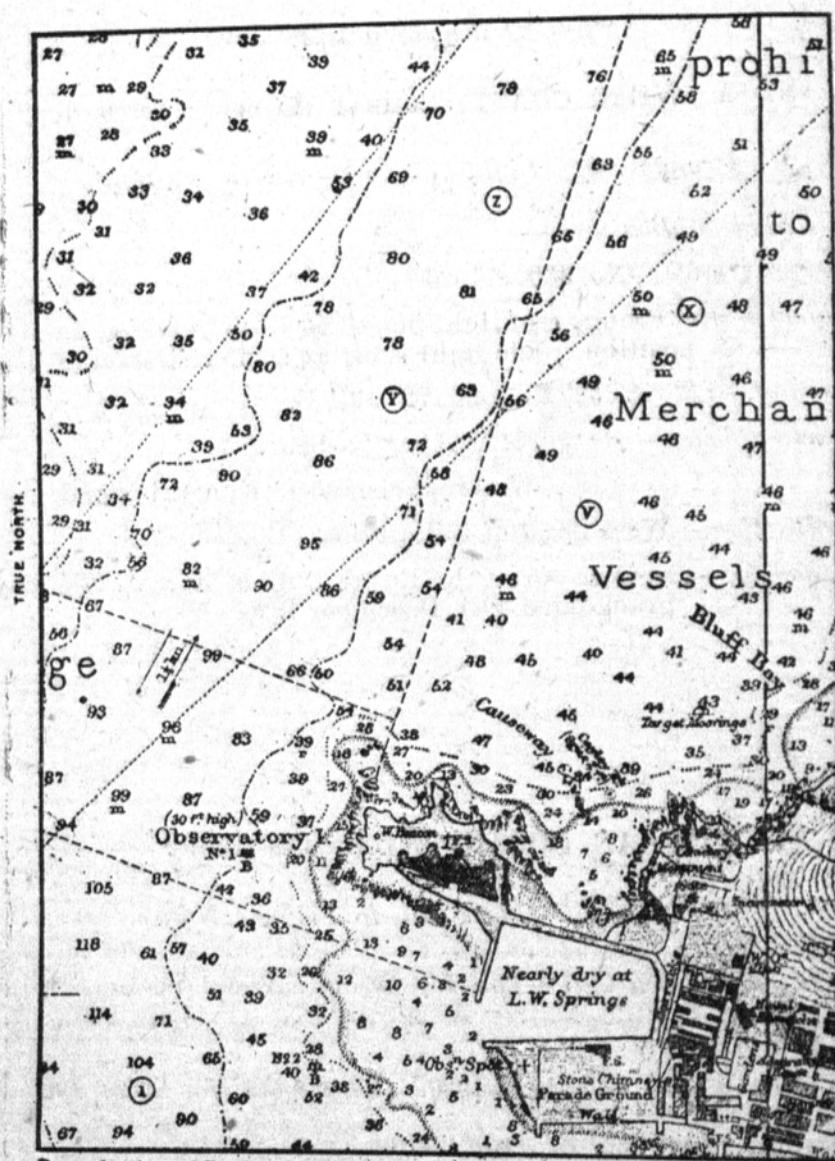
- (i) The new arrangement of berths in Wei hai wei anchorage.
- (ii) The position of mooring-buoys southward of Leu kung tau.

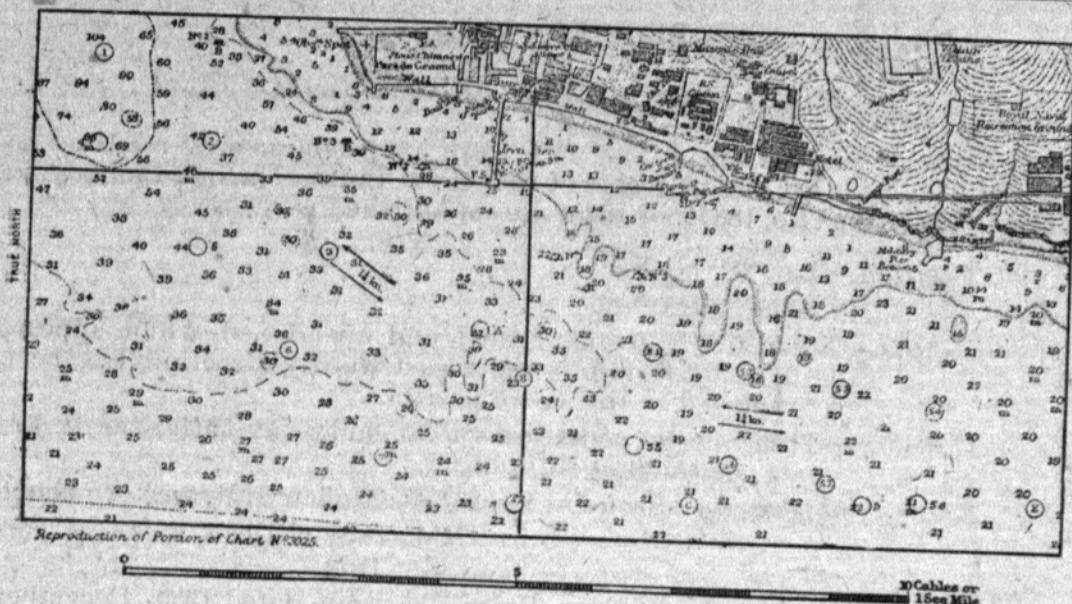
Charts affected.—No. 3025, Wei hai wei anchorages.

“ 2823, Wei hai wei and approaches. (ii).

Publication.—China Sea Pilot, Vol. V, 1912, page 456; Supplement No. 5, 1920.

Authority.—H.M.S. Hawkins Hyd. Note No. 7 of 1920. (H. 7549-20.)





NEW ZEALAND—NORTH ISLAND.

Wellington—Wireless Time-Signals.

No. 4 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1895 of 1920), are republished:—

Position.—Wellington W/T station, lat. $41^{\circ} 16' S.$, long. $174^{\circ} 46' E.$

Details.—Wireless time-signals (provided satisfactory observations are obtained) are sent out on Tuesdays and Fridays from the W/T station at Wellington (VLW) as follows:—

The time-signal begins at 21h. 00m. 00s. G.M.T., corresponding to 8h. 30m. 00s. Standard time, and is repeated at the 1st, 2nd, 4th and 5th minutes. The signal is not sent at 21h. 03m. 00s.

Each signal, represented by a *dash*, commences exactly at the beginning of each minute and lasts for one second, approximately; the signals are automatically operated by the Standard clock at the Hector observatory.

Remarks.—The signals are transmitted on a wave length of 600 metres.

In addition to the automatic signals, other signals are transmitted by hand, but they must *not* be used as time-signals.

Note.—The above information will be included in the next revision of Admiralty Notice to Mariners No. 316 of 1920.

Chart affected.—No. 788, Melbourne to Cape Horn—western sheet.

Publications.—List of Lights and Time-Signals, 1920, All Parts No. 5031.

New Zealand Pilot, 1919, page 127.

Authority.—Hector Observatory Bulletin No. 30 of 1920. (H. 7817-20.)

PERSIAN GULF.

Ras Al Mutaf—Derelict Dhow Reported.

No. 5 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 183M. of 1920) are republished :—

Position.—Lat. $28^{\circ} 1\frac{1}{2}'$ N.

Long. $50^{\circ} 49'$ E.

Details.—A derelict Dhow dismasted and abandoned, which appears to be drifting in a south-east wardly direction has been reported in the above position.

Caution.—This derelict constitutes a danger to navigation, as it lies in the track of shipping.

Charts temporarily affected.—No. 2837b, Persian Gulf, western sheet.
,, 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Basra, Telegram dated 13th December 1920.

PERSIAN GULF.

Musandam Island—Further information with regard to the position of the wreckage northward of.

No. 6 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 184M. of 1920), are republished :—

Former Notice.—No. 175M. of 1920. (*This office No. 364 of 1920.*)

Details.—Further information with regard to the position of the wreckage of Dhow, dated 7th December 1920 is what the Master S.S. "Barpeta" reports, is 3 miles north of Musandam.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 753, Entrance of the Persian Gulf.
,, 2837a, Persian Gulf, eastern sheet.

Authority.—The Port Officer, Bombay, dated 7th December 1920.

PERSIAN GULF.

Ras Khargu—Unlighted Buoy established southward of.

No. 7 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 185M. of 1920), are republished :—

Former Notice.—No. 77M. of 1920. (*This office No. 167 of 1920.*)

(Admiralty No. 748 of 1920.)

Position.—At a distance of about $4\frac{1}{2}$ cables southward from Ras Khargu, in the position formerly occupied by the light buoy with flashing white light which has been withdrawn.

Lat. $26^{\circ} 41'$ N.

Long. $55^{\circ} 55\frac{1}{2}'$ E.

Description.—An unlighted Conical buoy, painted red.
Charts affected.—No. 3599, Plan of Henjam Sound.

“ 753, Entrance of the Persian Gulf.

Publications.—Persian Gulf Pilot, 1915, page 208.

Indian List of Lights in press.

Authority.—The Officer Commanding, R. I. M. S. “Nearchus,” dated at Henjam, 21st November 1920.

INDIA—WEST COAST.

Jaigarh Outer Light—Mechanism now in working order.

No. 8 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 186M. of 1920), are republished:—

Former Notice.—No. 166M. of 1920. (*This office No. 347 of 1920.*)

Position.—On the western point of Jaigarh headland.

Lat. $17^{\circ} 18' N.$

Long. $73^{\circ} 10\frac{1}{4}' E.$

Details.—The occulting white light, which was reported to have ceased burning, owing to the mechanism being out of order, is re-exhibited as an occulting light from 13th December 1920.

Charts affected.—No. 247, Jaigarh or Jygur.

“ 739, Boria Pagoda to Malvan.

“ 2736, Gulf of Kutch to Vizadrug.

“ 826, Karachi to Vengurla.

Publications.—West Coast of India Pilot, 1919, page 203.

List of Lights, Part VI, 1920, No. 410.

Indian List of Lights in press.

Authority.—The Commissioner of Customs, Salt and Excise, Bombay, dated 6th December 1920.

TASMANIA—EAST COAST.

Eddystone Point Light—Intended alteration in Character. Red Sectors to be discontinued.

No. 9 (*third publication*).—

Subject.—The Group Flashing Light with White and Red Sectors on Eddystone Point will be replaced by a Group Flashing White Light, on or about 15th March 1921.

Position.—Near extreme of Eddystone Point.

Lat. $40^{\circ} 59\frac{1}{2}' S.$, long. $148^{\circ} 21' E.$ on Chart No. 1706.

Character.—Group Flashing White Light showing three flashes every thirty seconds; duration of flashes about 1-4/10 seconds each.

Visibility.—18 miles; from 151° (S. $38\frac{1}{2}^{\circ}$ E. Mag.) through south, west and north to 24° (N. $14\frac{1}{2}^{\circ}$ E. Mag.); a faint white fixed light will be visible thence to the shore, obscured elsewhere.

Power.—70,000 candles.

Structure.—Circular granite tower 116 feet in height.

Remarks.—The Red Sectors will be discontinued on or about 15th March 1921. The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 1706, Banks Strait, with plan of Bay of Fires.

" 1079, Tasmania.

" 1695a, Bass Strait, eastern sheet.

" 2759b, Australia, southern portion.

" 788, Melbourne to Cape Horn, western sheet.

Publications.—List of Lights and Time Signals, Part VI, 1920.
No. 2825.

Australia Pilot, Vol. II, 1918, page 238.

Authority.—Melbourne notice No. 24 of 1920.

AUSTRALIA, NORTH COAST—CLARENCE STRAIT.

Howard Knoll Light Buoy—Light to be temporarily extinguished.

No. 10 (third publication).—

Subject.—The Group Flashing Re Light shown from the Howard Knoll Light Buoy No. 2 will be temporarily extinguished on or about 31st December 1920.

Position.—At a distance of about one mile northward of Howard Knoll.

Lat. $11^{\circ} 59\frac{3}{4}'$ S., long. $131^{\circ} 18\frac{1}{4}'$ E.

Description.—A Group Flashing Red Light.

Caution.—Vessels navigating at night in this vicinity after the above date are advised to anchor until daylight.

Note.—A further notice will be issued when the light is re-exhibited.

Charts temporarily affected.—No. 1095, Clarence Strait.

" 613, Melville Island and Dundas and Clarence Straits.

Authority.—Melbourne Notice No. 25 dated 19th November 1920.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, FEBRUARY 2, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

C. B. BAYLEY,
*Deputy Secretary
to the Government of Bengal.*

CALCUTTA, the 21st January 1921.

JAVA, NORTH COAST—MADURA STRAIT.

Gili Genting—Light established; Buoy withdrawn.

No. 24 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2032 of 1920), are republished:—

Position.—On the outer edge of the reef extending from the western shore of Gili Genting.

Lat. $7^{\circ} 11' 42''$ S., long. $130^{\circ} 52' 45''$ E.

Abridged description.—Lt. F., 39 ft., vis. 10 m.

Characteristics:

Character.—Fixed white.

Elevation.—39 feet.

Visibility.—10 miles.

Structure.—Iron framework.

Remarks.—The white conical buoy shown on the chart at a distance of about 7 cables southward from the above position has been removed.

Charts affected.—No. 934, Plan of Sapudi strait.

„ 1654, Island of Java—eastern portion.

„ 941b, Eastern archipelago—sheet 2.

Publications.—List of Lights, Part VI, 1920, No. 920A.

Eastern Archipelago Pilot, Part II, 1913, page 167.

Authority.—Hague Notice No. 2407 of 1920. (H. 8451-20.)

CHINA SEA—NORTH BALABAC STRAIT.

Kaxisigan Island—Off-lying Rocks and Shoals.

No. 25 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2033 of 1920), are republished:—

Position.—Kaxisigan island, lat. $8^{\circ} 05\frac{1}{2}'$ N., long. $117^{\circ} 05'$ E.

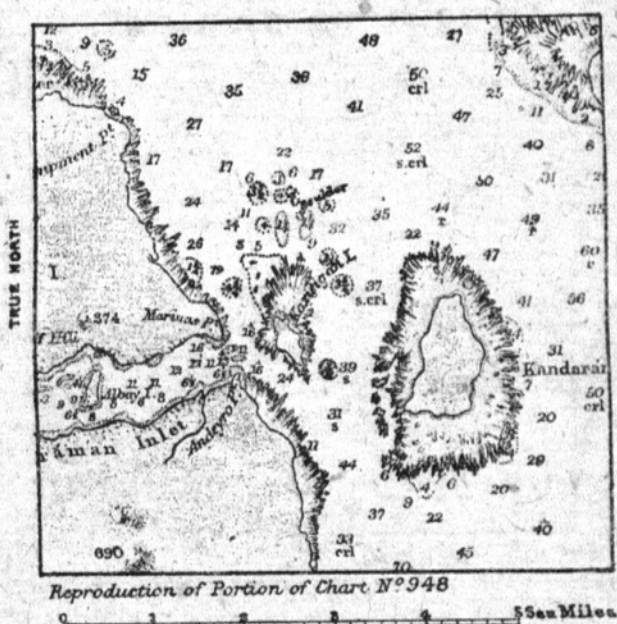
Details.—The reproduction below of a portion of chart No. 948 shows the necessary amendments with regard to rocks and shoals in the vicinity of Kaxisigan island.

Charts affected.—No. 948, Balabac strait.

„ 967, Palawan island.

Publication.—Eastern Archipelago Pilot, Part I, 1911, pages 116, 117.

Authority.—U.S.A. Government Chart. (H. 8196-20.)



RED SEA—EASTERN SHORE.

Hodeida Road—Amendments to Charts with regard to Shoals and Depths.

No. 26 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2040 of 1920), are republished:—

Former Notices.—Nos. 1175 and 2234 of 1919. (This office Nos. 255 of 1919 and 34 of 1920.)

Position.—North fort, lat. $14^{\circ} 47\frac{1}{2}'$ N., long. $42^{\circ} 55\frac{1}{2}'$ E.

Details.—The accompanying reproduction of portions of charts Nos. 14 and 143 shows the necessary amendments to those charts with regard to shoals and depths in Hodeida road consequent upon a recent survey.

Remarks.—From the reproduction it will be observed that:

- (i) The one-fathom coral head referred to in former Notice No. 1175 of 1919 (*Calcutta Notice No. 255 of 1919*) does not exist.
- (ii) The buoy referred to in former Notice No. 2234 of 1919 (*Calcutta Notice No. 34 of 1920*) is no longer in position.

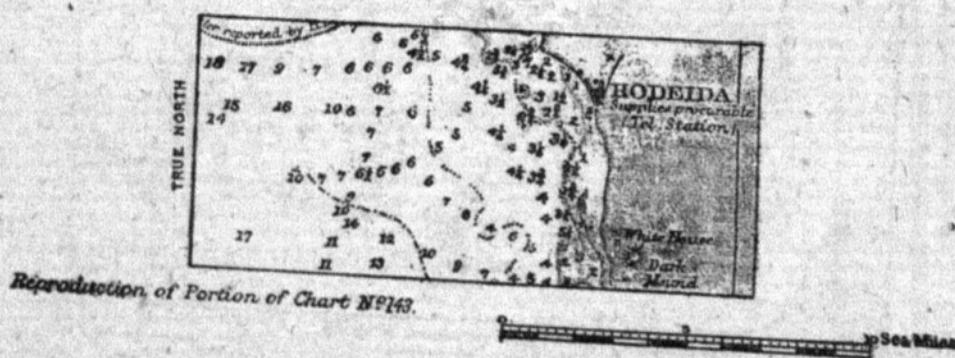
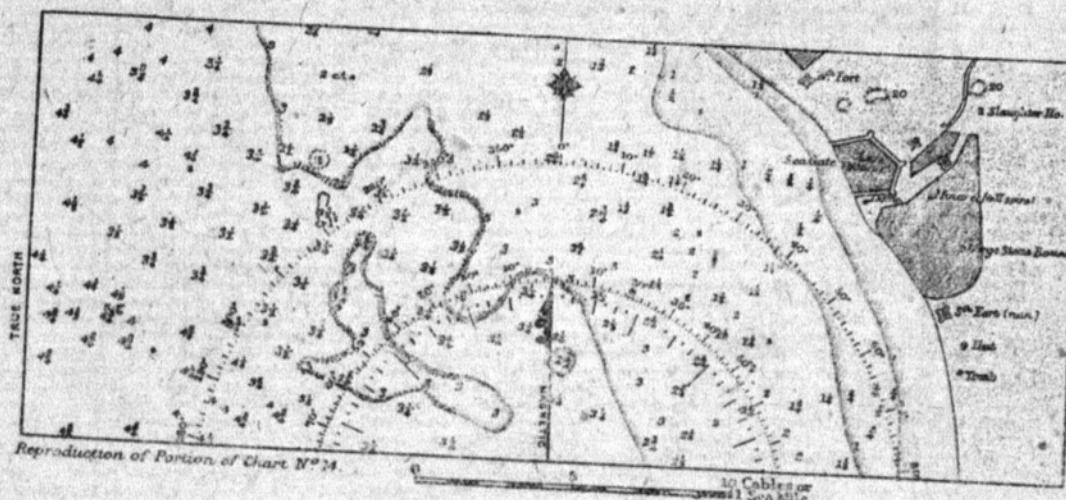
Charts affected.—No. 14. Plan of Hodeida road.

“ 143, Jebel Teir to Perim island.

“ 8d, Red sea—sheet IV.

Publication.—Red Sea, &c., Pilot, 1909, page 389; Revised Supplement (3), 1917.

Authority.—H. M. Surveying Vessel *Merlin*. (H. 7685-20.)



KOREA, SOUTH-EAST COAST.

Masampo Harbour Approaches—Amendments to Charts with regard to Shoals.

No. 27 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2041 of 1920), are republished:—

Position.—Tai pong island, lat. $35^{\circ} 01' N.$, long. $128^{\circ} 44\frac{1}{2}' E.$

Details.—Amendments to the charts with regard to shoals in the vicinity of Tai pong island, and north-westward of Red island, are shown on the accompanying reproduction of a portion of chart No. 1065.

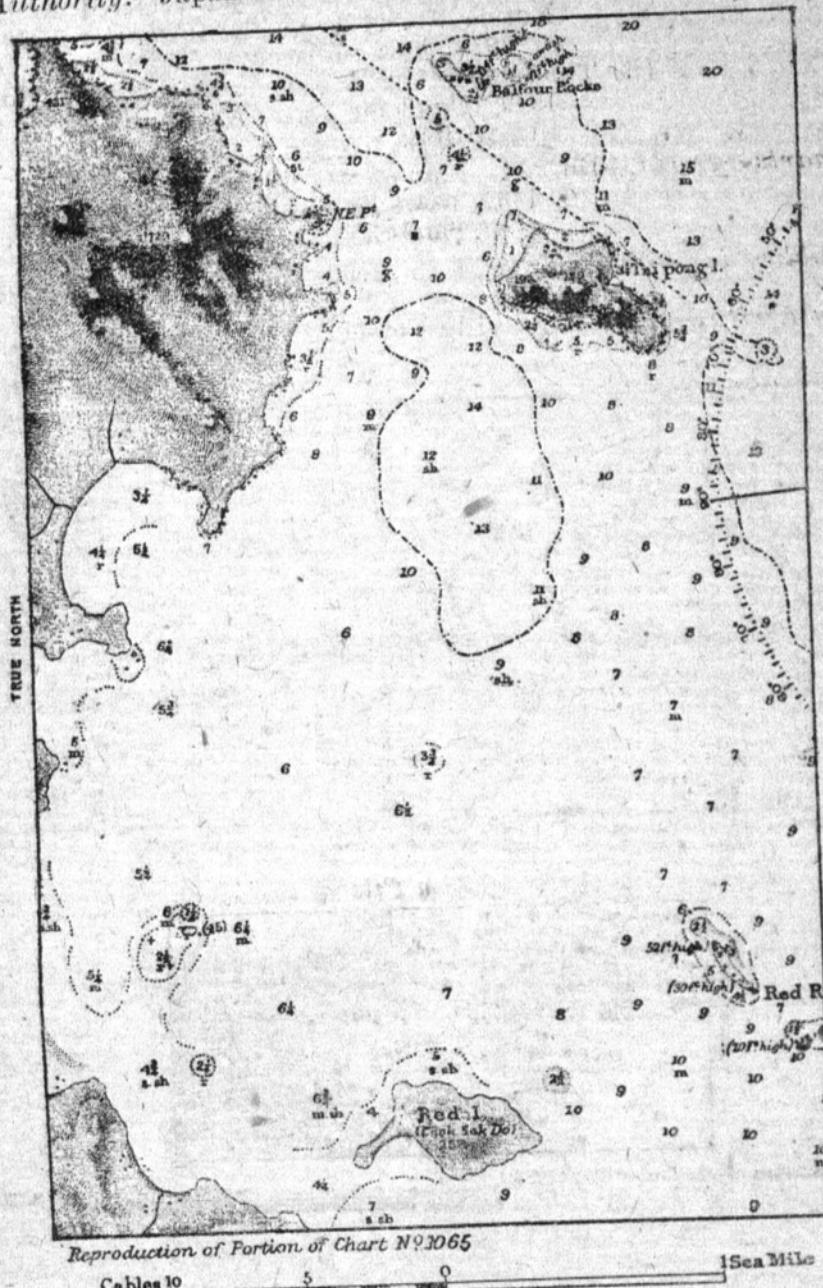
Charts affected.—No. 1065, Masampo harbour and approaches.

“ 3366, Fusang harbour to Port Hamilton.

“ 358, Western coasts of Kiusiu and Honshū.

“ 104, Korean archipelago—southern portion.

Publication.—E. C. Korea, &c., Pilot, 1913, pages 65, 66.
Authority.—Japanese Government Chart. (H. 8219-20.)



JAPAN—INLAND SEA, HARIMA NADA.

Shikama Light—Alteration in Character.

No. 28 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2048 of 1920), are republished:—

Position.—Lat. $34^{\circ} 47'$ N., long. $134^{\circ} 39\frac{1}{2}'$ E.

New Abridged description.—Lt. F., Gn., 34 ft., vis. 11 m.

Alteration.—The character of the light has been altered from fixed white to *fixed green*.

Remarks.—The visibility of the light is now 11 miles.

Charts affected.—No. 3566, Izumi nada and Harima nada.

“ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI., 1920, No. 1989.

Japan Pilot, 1914, page 291.

Authority.—Tokyo, Department of Commerce, Notice No. 1529 of 1920. (H. 8418-20.)

NEW ZEALAND—NORTH ISLAND, WEST COAST.

Cape Egmont—Caution with regard to Shoals.

No. 29 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2060 of 1920), are republished:—

Position.—Cape Egmont lighthouse, lat. $39^{\circ} 16' S.$, long. $173^{\circ} 46' E.$

Caution.—The following cautionary note is to be placed on the charts about midway between Cape Egmont and Opunake:—

“ CAUTION ”

“ *Outlying shoal spots are reported to exist in this vicinity as also near the shore to the N. of C. Egmont.* ”

Note.—This caution is already shown on chart No. 2535.

Charts affected.—No. 2054, Cook strait and the coast to Cape Egmont
„ 1212, New Zealand.

Publication.—New Zealand Pilot, 1919, page 94.

Authority.—Wellington Notice No. 57 of 1920. (H. 8539-20.)

INDIA—WEST COAST.

Bombay Harbour—Steam Pilot Vessel established.

No. 30 (first publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 2M of 1921), are republished:—

Former Notice.—No. 75-M of 1920 (Admiralty No. 1168 of 1920).
Calcutta Nos. 166 and 264 of 1920.

Date established.—4th January 1921.

Details.—A Steam Pilot Vessel (of the character and construction of a trawler) which will either cruise or station approximately on a line with Malabar Point in transit with Colaba Point has been established.

This Pilot Vessel during the day will display the usual Pilot Flag (a white and red horizontal) hoisted at the main and at night the lights as prescribed for Steam Pilot Vessels, i.e., one bright white light at the Mast head and at a distance of 8 feet below, another red light visible all round the horizon at least 2 miles distance.

Note.—The Steam Pilot Vessel is painted white with a yellow funnel.

Remarks.—The present position of the Pilot Schooner as shewn on the Charts is to be expunged.

Charts affected.—No. 655, Port of Bombay.

„ 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publication.—West Coast of India Pilot, 1919, page 228.

Authority.—The Port Officer, Bombay, dated 30th December 1920.

PERSIAN GULF.

Ras al Mutaf—Derelict reported south-westward of.

No. 31 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 3-M of 1921), are republished:—

Details.—The Master of S.S. "Warina" reports having passed a derelict of capsized dhow, floating with her sides well out of water in the following position.

Position.—Lat. $27^{\circ} 43' N.$

Long. $51^{\circ} 27' E.$

Caution.—This derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 2837b, Persian Gulf, western portion.

,, 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 22nd December 1920.

CEYLON, SOUTH-EAST COAST.

Caution.—Report of a sunken buggalow.

No. 32 (*first publication*):—

Date sighted.—15th January 1921.

Subject.—The Master of the SS. "Culna" states in his Arrival Report dated the 21st January 1921, that he passed a sunken, buggalow in the following position.

Position.—Lat. $6^{\circ} 45' N.$, long. $81^{\circ} 56' E.$

Charts affected.—No. 70, Bay of Bengal.

,, 828, Cape Comorin to Cocanada.

,, 813, Ceylon, south part.

Authority.—Master of the SS. "Culna."

The 17th January 1921.

CHINA SEA—GULF OF SIAM, MALAY PENINSULA

Singora Light—Normal Characteristics resumed.

No. 20. (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1969 of 1920), are republished:—

Former Notices.—Nos. 835, 1341 and 1748 of 1920. (*This office Nos. 186, 292 and 355 of 1920*)

Position.—On the summit of Pagoda hill.

Lat. $7^{\circ} 12\frac{1}{2}' N.$, long. $100^{\circ} 35\frac{1}{2}' E.$

Description.—An occulting white light every thirty seconds.

Note.—The note "Irregular (1920)" against this light is to be expunged from the charts.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan.
,, 2414, Gulf of Siam.

Publications.—List of Lights, Part VI., 1920, No. 1352.
China Sea Pilot, Vol. III., 1912, page 123, Supplement No. 5, 1920.

Authority.—Bangkok Notice No. 197 of 1920. (H. 8065-20.)

CHINA, SOUTH-EAST COAST.

Canton River, Blenheim Reach—Caution with regard to Depths.

No. 21 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1980 of 1920), are republished:—

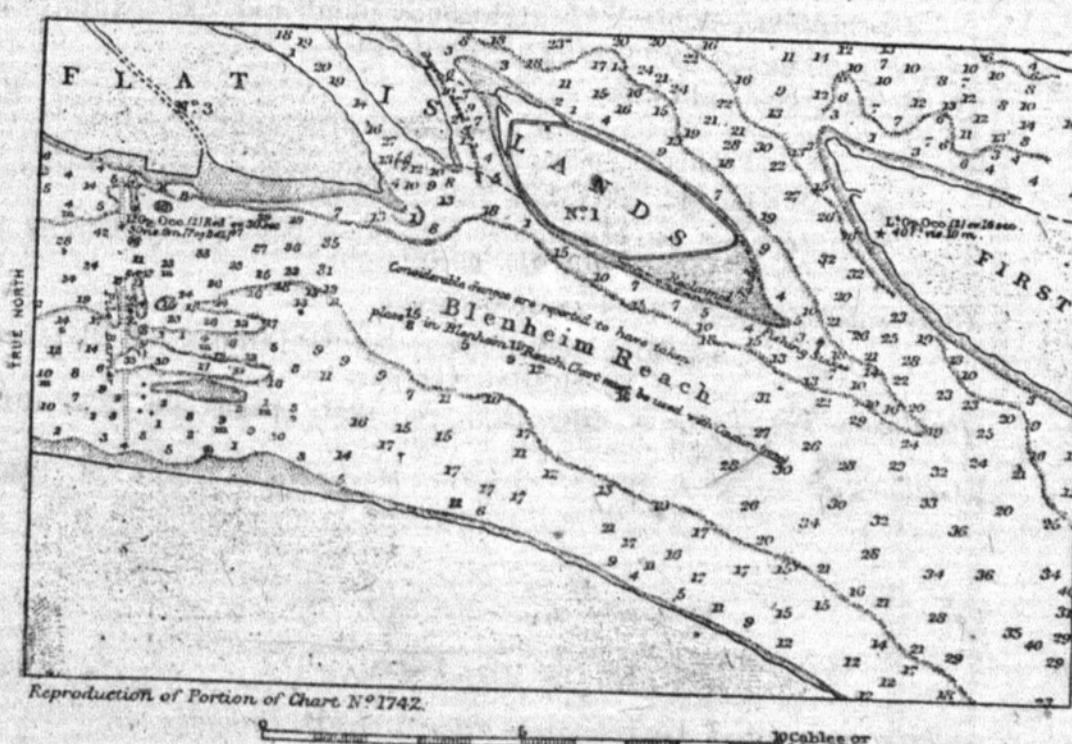
Position.—Flat island No. 1, lat. $23^{\circ} 04' N.$, long. $113^{\circ} 28' E.$

Caution.—Information has been received that considerable changes in depths have taken place in Blenheim reach. In consequence of these changes, correction to the charts as shown on the reproduction below of a portion of chart No. 1742, has been rendered necessary pending the receipt of further details.

Charts affected.—No. 1742, Chu kiang or Canton river—sheet IV.
 .. 3588, Canton river delta.

Publication.—China Sea Pilot, Vol III, 1912, pages 458, 463.

Authority.—Canton Notice No. 156 of 1920. (H. 7979-20).



JAPAN—KIUSSIU, WEST COAST.

Sakitsu Ura Entrance and Approach—Existence of Shoals.

No. 22 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1989 of 1920), are republished:—

(a) *Position.*—At a distance of $1\frac{2}{10}$ cables, 171° , from Koga se 73-foot rock, in the approach to Sakitsu ura.

Lat. $32^{\circ} 19' N.$, long. $129^{\circ} 57' E.$

Depth.— $1\frac{1}{2}$ fathoms (rock).

(b) *Position*.—At a distance of $3\frac{1}{4}$ cables, 200° , from the Δ near the 360-foot summit on Kurose saki, at the northern side of the entrance to Sakitsu ura.

Lat. $32^{\circ} 18' N.$, long. $129^{\circ} 59' E.$

Depth.— $6\frac{1}{2}$ fathoms (rock).

Charts affected.—No. 135, Plan of Sakitsu ura.
 ” 836, Amakusa islands and Yatsushiro sea.
 ” 358, Western coasts of Kiusiu and Honshū.

Publication.—Japan Pilot, 1914, page 444.

Authority.—Japanese Government Chart. (H. 8221/20.)

AUSTRALIA, NORTH COAST—CLARENCE STRAIT.

Howard Channel—Amended Positions of Light-Buoys.

No. 23 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2000 of 1920), are republished:—

(1) Howard knoll light-buoy:

Position (approximate).—At a distance of about $7\frac{1}{2}$ cables southward of charted position.

Lat. $12^{\circ} 00' 30'' S.$, long. $131^{\circ} 18' 45'' E.$

Description.—A black can light buoy numbered “2,” exhibiting a group flashing red light.

(2) Rooper rock light-buoy:

Position.—At a distance of about $5\frac{1}{2}$ cables north-westward of charted position.

Lat. $12^{\circ} 04' 18'' S.$, long. $131^{\circ} 11' 00'' E.$

Description.—A red can light-buoy numbered “3,” exhibiting a group flashing white light.

Charts affected.—No. 1095, Clarence strait.

” 613, Melville island, with Dundas and Clarence straits. (1).

Publication.—Australia Pilot. Vol. V., 1914, pages 96, 103, 104; Supplement No. 4, 1920.

Authority.—H. M. A. S. Geranium, Hyd. Note No. 1 of 1920. (H. 8149/20.)

The 10th January 1921.

Straits OF MALACCA.

Klang Strait and Approaches—Alterations in Buoyage, &c.

No. 11 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1903 of 1920), are republished:—

(1) Alterations in lights on light-buoys:

(a) *Position*.—In northern approach to North Klang strait.
 Lat. $3^{\circ} 20' N.$, long. $101^{\circ} 00\frac{1}{2}' E.$

Alteration.—The occulting white light on this light buoy has been replaced by a *flashing white light every fifteen seconds*.

Remarks.—This light-buoy is known as “Angsa bank light-buoy.”

(b) *Position*.—Marking Batu Penyu (Glamorganshire rock).

Lat. $3^{\circ} 13\frac{3}{4}' N.$, long. $101^{\circ} 13' E.$

Alteration.—The occulting red light on this light buoy has been replaced by a *flashing white light every ten seconds*.

(2) Buoys established :

(a) *Position.*—Off the entrance to Sungi Serdang Besar and Sungi Kapar.

Lat. $3^{\circ} 06' 07''$ N., long. $101^{\circ} 19' 24''$ E.

Description.—A buoy surmounted by a white staff and cage.

Remarks.—A signal station, which forms a conspicuous mark, is situated on the northern side of the entrance to Sungi Sematan in lat. $3^{\circ} 05' 15''$ N., long. $101^{\circ} 21' 12''$ E.

(b) *Position.*—At a distance of about one mile westward of Tanjong Buas Buas, situated at the southern end of South Klang strait.

Lat. $2^{\circ} 52' 55''$ N., long. $101^{\circ} 15' 10''$ E.

Description.—A buoy surmounted by a white staff and cage.

Remarks.—The construction of the beacon on the shoal close eastward of the above buoy has not been proceeded with and the note on the charts "Bn. buildg. marked by Fixed Wh. Lt. (1915)" is to be expunged.

Charts affected.—No. 3453, Klang strait and approaches.

,, 3766, North approach to Klang strait. (1).

,, 794, Pulo Berhala to Cape Rachado.

,, 1355, Malacca strait. (1).

Publications.—List of Lights, Part VI, 1920, No. 760.

China Sea Pilot, Vol. I, 1916, pages 209 to 216.

Authority.—Harbour Master, Selangor. (H. 8060-20.)

STRAIT OF MALACCA—KLANG STRAIT.

Tanjong Bakau Light—Temporary Alteration in Character.

No. 12 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1904 of 1920), are republished :—

Position.—Lat. $3^{\circ} 04\frac{1}{2}'$ N., long. $101^{\circ} 20'$ E.

Alteration.—The character of the light has been temporarily altered from occulting white to *fixed white*.

Charts temporarily affected.—No. 3453, Klang strait and approaches.

,, 3766, North approach to Klang strait.

Publication.—List of Lights, Part VI, 1920, No. 754.

Authority.—Harbour Master, Selangor. (H. 8060-20.)

CELEBES, SOUTH-EAST COAST--FLORES SEA.

Non-Existence of Reefs.

No. 13 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1926 of 1920) are republished :—

Positions.—(i) Richard Wale reef, lat. $6^{\circ} 50'$ S. long. $121^{\circ} 29'$ E.

(ii) Emperor of China reef, lat. $6^{\circ} 45'$ S. long. $124^{\circ} 16'$ E.

(iii) New Rock, lat. $6^{\circ} 39'$ S. long. $124^{\circ} 41'$ E.

Details.—A careful search having failed to reveal any trace of the existence of the above reefs, they are accordingly to be expunged from the charts.

Charts affected.—No. 3616, Tomori gulf to Salayar strait. (i).

” 942a, Eastern archipelago—sheet 3.

” 1263, China sea.

” 2759a, Australia—northern portion.

” 2483, Atlantic and Indian oceans, &c. (ii) and (iii).

” 2683, Pacific ocean. (ii) and (iii).

Publication.—Eastern Archipelago Pilot, Part II, 1913, pages 322, 479.

Authority.—Hague Notice No. 1517 of 1920. (H. 5211-20.)

JAPAN—KIU SIU, NORTH-WEST COAST.

O Shima—Shoal northward of.

No. 14 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1927 of 1920), are re-published:—

Position.—At a distance of about $1\frac{1}{4}$ miles southward from Shira se light.

Lat. $33^{\circ} 04' 22''$ N. long. $129^{\circ} 36' 54''$ E.

Depth.— $4\frac{1}{2}$ fathoms (rock).

Charts affected.—No. 2387, Io jima to Madara jima.

” 359, Nagasaki to Karatsu, with the Goto islands.

Publication.—Japan Pilot, 1914, pages 473, 474; Revised Supplement (2), 1919.

Authority.—Tokyo Notice No. 239 of 1920. (H. 8089-20.)

GULF OF ADEN—JIBUTI NORTHERN APPROACH.

Maskali Island—Buoy south-westward of, removed.

No. 15 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1935 of 1920), are re-published:—

Position.—At a distance of about one mile south-westward from the western end of Maskali island.

Lat. $11^{\circ} 41'$ N. long. $43^{\circ} 09'$ E.

Details.—The black can buoy which formerly marked the western end of the detached reef has been removed.

Charts affected.—No. 253, Jebel Jan to Shab Kulangarit.

” 8e, Red sea—sheet 5.

Publication.—Red Sea, &c., Pilot, 1909, page 427.

Authority.—Paris Notice No. 1962 of 1920. (H. 7300-20.)

NEW ZEALAND, NORTH ISLAND—MANUKAU HARBOUR.

Huia Banks—Buoy established.

No. 16 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1938 of 1920), are re-published:—

Position.—On the southern side of Huia banks, at a distance of one mile, 126° , from the outer end of Huia wharf.

Lat. $37^{\circ} 01\frac{1}{4}'$ S. long. $174^{\circ} 34\frac{1}{4}'$ E.

Description.—A black can buoy.

Chart affected.—No. 2726, Manukau harbour.

Publication.—New Zealand Pilot, 1919, page 71.

Authority.—Wellington Notice No. 52 of 1920. (H. 8173-20.)

JAPAN—HOKUSHU, SOUTH COAST.

Mororan Ko—Light established on Breakwater under construction; Light-house under construction.

No. 17 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1939 of 1920) are re-published:—

1. Light established on breakwater under construction:

Position.—On outer end of breakwater under construction and at a distance of $3\frac{1}{4}$ cables, 15° , from the centre of the 99-foot summit on Shikuzushino hana. Shikuzushino hana, lat. $42^{\circ} 20\frac{1}{2}'$ N., long. $140^{\circ} 56\frac{1}{2}'$ E.

Abridged description.—Lt. F., Red.

Description.—A fixed red light.

Remarks.—The breakwater, which is in course of construction, extends from the above position in a 195° direction to Shikuzushino hana.

Note.—This breakwater is to be indicated in pecked lines on the charts and marked "Under construction."

2. Lighthouse under construction:

Position.—At a distance of $5\frac{8}{10}$ cables, 353° , from the centre of the 99-foot summit referred to above.

Details.—A lighthouse is being built in the above position and a note "Lt. Ho. (building)" is to be inserted on the charts.

Charts affected.—No. 3507, Mororan ko.

" 3591, Iburi wan or Uchiura wan.

Publications.—List of Lights, Part VI, 1920, No. 2099a. Japan Pilot, 1914, page 717.

Authority.—Tokyo Notice No. 257 of 1920. (H. 8099-20.)

INDIA—WEST COAST.

Kathiawar Coast—Derelict reported south-westward of.

No. 18 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 191M of 1920), are republished:—

Former Notice No. 174-M. of 1920—(This office No. 363 of 1920.)

Date sighted.—16th December 1920.

Position.—Lat. $20^{\circ} 39'$ N.

Long. $68^{\circ} 45'$ E.

Details.—The Master of SS. "Waroonga" reports having passed a derelict dhow awash in the above position.

Remarks.—From report received it would appear that this derelict is that reported in the former notice quoted above.

Caution.—This derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 826, Karachi to Vengurla.

" 748b, Indian Ocean, Northern portion.

AUSTRALIA—SOUTH COAST—SPENCER GULF.

Wardang Island Light—Position incorrectly shown on Charts.

No. 19 (*third publication*).—

Subject.—The position of the Wardang Island Light as shown on Admiralty Charts Nos. 752 and 2389 is incorrect. The correct position is as follows:—

Position.—On the summit of Wardang Island, at a distance of 6-6/10 cables, 323° ($N. 42^{\circ}$ W. Mag.), from the position shown on Charts Nos. 752 and 2389.

Lat. $34^{\circ} 30' 11''$ S., Long. $137^{\circ} 20' 49''$ E.

Charts affected.—No. 752, Port Victoria.

,, 2389, St. Vincent and Spencer Gulfs.

Authority.—Melbourne Notice No. 26 of 1920.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, FEBRUARY 9, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

C. B. BAYLEY,
*Deputy Secretary
to the Government of Bengal.*

CALCUTTA, the 31st January 1921.

JAPAN—KUSIU, SOUTH COAST, KAGOSIMA KAIWAN.

Sakura Sima—Extension to southward; Depths in vicinity.

No. 33 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2067 of 1920), are republished:—

Position.—Sakihanadaira A, lat. 31° 33 $\frac{1}{4}$ ' N., long. 130° 42' E.

Details.—The accompanying reproduction of a portion of chart No. 372 shows the necessary corrections to that chart with regard to—

(i) The extension of the lava bed in the south-eastern part of the island and the amended depths in the vicinity.

(ii) Shoals in the vicinity of Kani Sima and Shin Sima, to the north-eastward of Sakura Sima.

(iii) Amended height of Shin Sima.

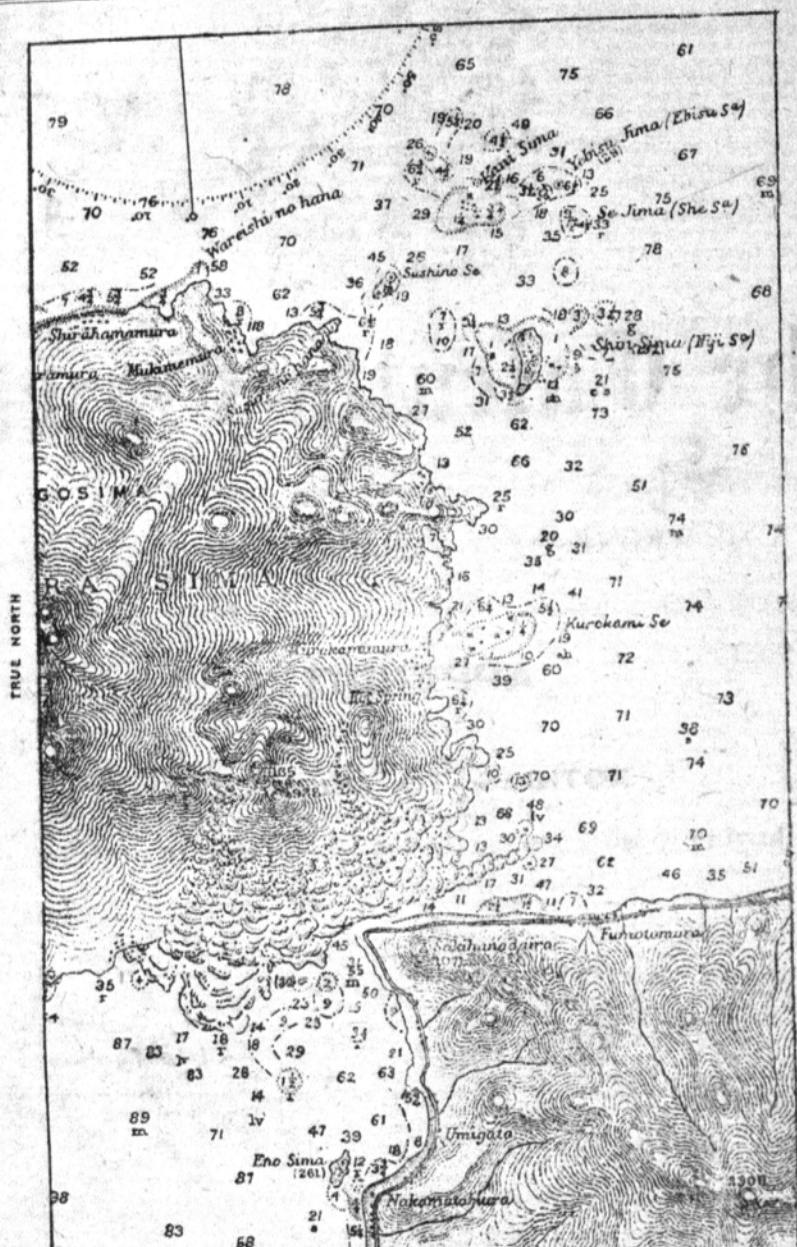
Charts affected.—No. 372, Kagoshima Kaiwan,

" 1648, Osumi kaikyo to O Shima.

" 358, Western coasts of Kiusiu and Honshu.

Publication.—Japan Pilot, 1914, pages 414, 415, 418; Supplement No. 4, 1920.

Authority.—Japanese Government Chart. (H. 8218-20.)



Description.—Wreck (1919).

(d) *Position.*—At a distance of about $1\frac{1}{4}$ cables south-eastward of Ganryu jima (41-foot) ▲
Lat. $33^{\circ} 56'$ N. long. $130^{\circ} 55\frac{3}{4}'$ E.

Description.—Wreck (1919).

(e) *Position.*—At a distance of $1\frac{1}{2}$ cables north-eastward of Deshimach bana.
Lat. $33^{\circ} 55\frac{3}{4}'$ N., long. $130^{\circ} 55\frac{1}{2}'$ E.

Description.—Wreck (1919).

(f) *Position.*—At a distance of about $2\frac{1}{4}$ cables south-eastward of Kanenotsuru misaki.
Lat. $33^{\circ} 54\frac{1}{2}'$ N., long. $130^{\circ} 54\frac{1}{2}'$ E.

Description.—Wreck marked by buoy.

(g) *Position.*—At a distance of about 4 cables westward of Kaza zi.
Lat. $33^{\circ} 56'$ N., long. $130^{\circ} 52'$ E.

Description.—Wreck.

Charts affected.—No. 3114, Moji and Shimonoseki ko. (c), (d) and (e).
" 1578, Shimonoseki kaikyo.
" 532, Approach to Shimonoseki kaikyo.
" 3225, Shimonoseki kaikyo to Maruyama zaki.
(a), (b).
" 127, Hirado kaikyo to Shimonoseki kaikyo.
(g).

Authority.—Japanese Government Chart. (H. 5391-20.)

JAPAN—KIUSIU, NORTH-WEST COAST.

Omura Wan entrance—Buoy established.

No. 35 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2069 of 1920), are republished:—

Position.—At a distance of $1\frac{8}{10}$ miles, 47° , from Shira se lighthouse.
Lat. $33^{\circ} 06\frac{4}{5}'$ N., long. $129^{\circ} 39'$ E.

Description.—A red conical buoy painted in black and red horizontal bands.

Remarks.—This buoy marks the edge of the reef which extends westward from the shore northward of Kogo zaki.

Charts affected.—No. 2387, Io jima to Madara jima.

" 359, Nagasaki to Karatsu, with the Goto islands.

Publication.—Japan Pilot, 1914, pages 505, 508.

Authority.—Tokyo Notice No. 273 of 1920. (H. 8652-20.)

JAPAN—HONSHŪ, SOUTH COAST, ISE NO UMI.

Toga Se light-buoy—Amended position.

No. 36 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2077 of 1920) are republished:—

Position.—At a distance of about three-quarters of a mile southward from charted position, and $2\frac{1}{2}$ miles south-westward from Oni ga saki.

Lat. $34^{\circ} 52' 24''$ N., long. $136^{\circ} 47' 17''$ E.

Description.—A red can light-buoy named "Toga se," with *group flashing white* light.

Charts affected.—No. 952, Owashi wan to Atsumi wan.
,, 996, Kii suido to Tokyo.

Publication.—Japan Pilot, 1914, page 171.

Authority.—Tokyo Notice No. 278 of 1920. (H. 8656-20.)

JAPAN—KIUSSIU, WEST COAST, NAGASAKI APPROACH.

Hira se—Beacon destroyed.

No. 37 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2078 of 1920), are republished:—

Position.—Lat. $32^{\circ} 43'$ N., long. $129^{\circ} 46\frac{3}{4}'$ E.

Details.—Hira se beacon, which has been destroyed and will not be replaced, is to be expunged from the charts.

Charts affected.—No. 2415, Approach to Nagasaki harbour.
,, 359, Nagasaki to Karatsu, with the Goto islands.
,, 358, Western coasts of Kiusiu and Honshu.
,, 3480, Shantung promontory to Nagasaki.

Publication.—Japan Pilot, 1914, page 462.

Authority.—Tokyo, Department of Communications, Notice No. 1615 of 1920. (H. 8698-20.)

JAPAN—GULF OF OSAKA.

Osaka breakwater lights—Alteration in characteristics.

No. 38 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2079 of 1920), are republished:—

(1) North breakwater:

Position.—On the outer end of the north breakwater,
Lat. $34^{\circ} 38\frac{1}{2}'$ N., long. $135^{\circ} 23\frac{1}{2}'$ E.

New abridged description.—(U) Lt. Occ., 36 ft., vis. 11 m.

Details.—The flashing white light has been replaced by a light having the undermentioned characteristics:—

Character.—*Occulting white every four seconds*, thus:

<i>Light.</i>	<i>eclipse</i>
2 sec.	2 sec.

Elevation.—36 feet.

Visibility.—11 miles.

Power.—1,300 candles.

Structure.—White hexagonal iron tower, 20 feet in height.

Remarks.—The light is unwatched.

(2) South breakwater:

Position.—On the outer end of the south breakwater.

New abridged description.—Lt. Occ., Red, 36 ft., vis. 11 m. (U).

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—*Occulting red every four seconds*, thus:

<i>Light.</i>	<i>eclipse</i>
2 sec.	2 sec.

Elevation.—36 feet.

Visibility.—11 miles.

Power.—520 candles.

Structure.—Red hexagonal tower, 26 feet in height.

Remarks.—The light is unwatched.

Charts affected.—No. 16, Kobe and Osaka.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of lights, Part VI., 1920, Nos. 1997, 1998.

Japan Pilot, 1914, pages 274, 275.

Authority.—Tokyo, Department of Communications, Notice No. 1640 of 1920. (H. 8699-20.)

JAPAN—HONSHŪ, WEST COAST.

Oki Islands (Oki Retto)—Existence of rocks.

No. 39 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2080 of 1920), are republished:—

(a) *Position*.—At a distance of about $1\frac{1}{4}$ miles westward from the western extremity of Omori island.

Lat. $36^{\circ} 07' 40''$ N., long. $133^{\circ} 07' 50''$ E.

Depth.—2 fathoms.

(b) *Position*.—At a distance of about half a mile eastward from (a).

Lat. $36^{\circ} 07' 25''$ N., long. $133^{\circ} 08' 30''$ E.

Depth.—5 fathoms.

(c) *Position*.—Off the western extremity of Matsu sima

Lat. $36^{\circ} 05' 45''$ N., long. $133^{\circ} 08' 30''$ E.

Depth.—4 fathoms.

(d) *Position*.—Off the south-eastern side of Naka no shima.

Lat. $36^{\circ} 03' 00''$ N., long. $133^{\circ} 06' 20''$ E.

Depth.—9 fathoms.

Charts affected.—No. 1495, Aburatani bay to Ando zaki,
„ 2347, Honshu, Kiusiu and Shikoku, etc. (a).

Publication.—Japan Pilot, 1914, page 607.

Authority.—Tokyo Notice No. 269 of 1920. (H. 8651-20.)

JAVA, NORTH COAST.

Semarang Bay—Non-existence of reported shoal.

No. 40 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2088 of 1920), are republished:—

Position.—At a distance of $2\frac{1}{4}$ miles, 14° , from Semarang lighthouse.

Lat. $6^{\circ} 55' S.$, long. $110^{\circ} 24\frac{1}{4}' E.$

Description.—A 3-fathom shoal, marked “*Repd. (1919)*” on charts.

Note.—The shoal is to be expunged from the charts.

Charts affected.—No. 932, Plan of Semarang bay.

„ 1653, Island of Java—western portion.

Publication.—Eastern Archipelago Pilot, Part II. 1913, page 117; Supplement No. 4, 1919.

Authority.—Netherlands Government Chart. (H. 8450-20.)

INDIA—WEST COAST.

Bombay Approach—Derelict reported.

No. 4¹ (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 9M. of 1921), are republished:—

Date sighted., 12th January 1921.

Position.—Lat. 18° 07' N., long. 72° 50½' E.

Details.—The Master of SS. "Nirvana" reports having passed a derelict of a fishing boat in 22 fathoms of water, shewing white flag on pole, mast in water, secured astern.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

Authority.—The Port Officer, Bombay, dated 13th January 1921.

AUSTRALIA—SOUTH COAST—SPENCER GULF.

Wardang Island light—Amendment to Notice No. 19 of 1921 re position of light.

No. 42 (*first publication*).—

Subject.—The undermentioned position is to be substituted for that given in Notice to Mariners No. 19 of 1921.

Position.—On the summit of Wardang Island (107 ft.), at a distance of 6½ cables, 325° (N. 40° W. Mag.), from the position shown on chart No. 752.

Lat. 34° 30' S.; Long. 137° 21' E.

Variation.—5° E.

Charts affected.—No. 752, Port Victoria.

„ 2389, St. Vincent and Spencer Gulfs.

Authority.—Melbourne Notice No. 27 of 1920.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel "Sarsuti"—Replaced in position.

No. 43-I (*first publication*).—

Former Notice.—No. 366-I. of 1920.

Subject.—The South Patches light-vessel "Sarsuti" will be replaced in position on the 7th February 1921.

Position.—Lat. 21° 29' N., long. 91° 37' E.

Charts affected.—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

Publications.—List of lights, Part VI, 1920, No. 630.

Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong, Notice dated 27th January 1921.

The 21st January 1921.

JAVA, NORTH COAST—MADURA STRAIT.

Gili Genting—Light established; Buoy withdrawn.

No. 24 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2032 of 1920), are republished:—

Position.—On the outer edge of the reef extending from the western shore of Gili Genting.

Lat. $7^{\circ} 11' 42''$ S., long. $1^{\circ} 3^{\circ} 52' 45''$ E.

Abridged description.—Lt. F., 39 ft., vis. 10 m.

Characteristics:

Character.—Fixed white.

Elevation.—39 feet.

Visibility.—10 miles.

Structure.—Iron framework.

Remarks.—The white conical buoy shown on the chart at a distance of about 7 cables southward from the above position has been removed.

Charts affected.—No. 934, Plan of Sapudi strait.

“ 1654, Island of Java—eastern portion.

“ 941^b, Eastern archipelago—sheet 2.

Publications.—List of Lights, Part VI, 1920, No. 920a.

Eastern Archipelago Pilot, Part II, 1913, page 167.

Authority.—Hague Notice No. 2407 of 1920. (H. 8451-20.)

CHINA SEA—NORTH BALABAC STRAIT.

Kaxisigan Island—Off-lying Rocks and Shoals.

No. 25 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2033 of 1920), are republished:—

Position.—Kaxisigan island, lat. $8^{\circ} 05\frac{1}{2}'$ N., long. $117^{\circ} 05'$ E.

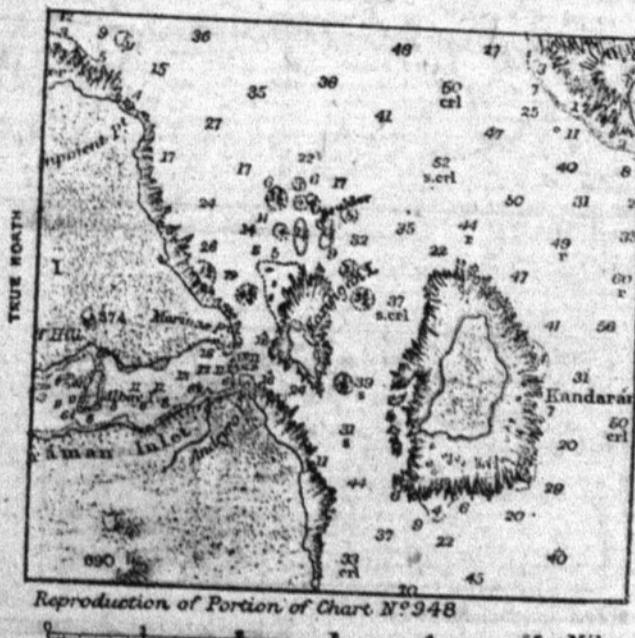
Details.—The reproduction below of a portion of chart No. 948 shows the necessary amendments with regard to rocks and shoals in the vicinity of Kaxisigan island.

Charts affected.—No. 948, Balabac strait.

“ 967, Palawan island.

Publication.—Eastern Archipelago Pilot, Part I, 1911, pages 116, 117.

Authority.—U.S.A. Government Chart. (H. 8196-20.)



RED SEA—EASTERN SHORE.

Hodeida Road—Amendments to Charts with regard to Shoals and Depths.

No. 26 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2040 of 1920), are republished:—

Former Notices.—Nos. 1175 and 2234 of 1919. (*This office Nos. 255 of 1919 and 34 of 1920.*)

Position.—North fort, lat. $14^{\circ} 47\frac{1}{2}'$ N., long. $42^{\circ} 55\frac{1}{2}'$ E.

Details.—The accompanying reproduction of portions of charts Nos. 14 and 143 shows the necessary amendments to those charts with regard to shoals and depths in Hodeida road consequent upon a recent survey.

Remarks.—From the reproduction it will be observed that:

- (i) The one-fathom coral head referred to in former Notice No. 1175 of 1919 (*Calcutta Notice No. 255 of 1919*) does not exist.
- (ii) The buoy referred to in former Notice No. 2234 of 1919 (*Calcutta Notice No. 34 of 1920*) is no longer in position.

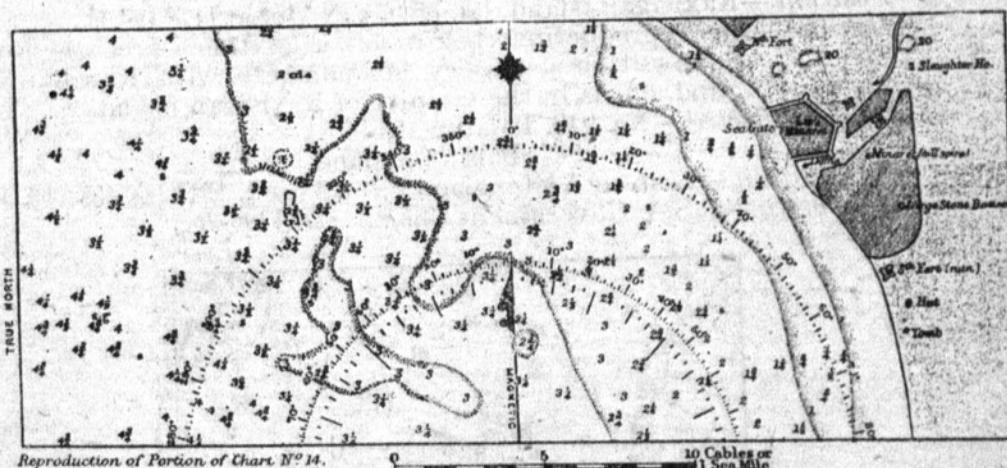
Charts affected.—No. 14, Plan of Hodeida road.

“ 143, Jebel Teir to Perim island.

“ 8d, Red sea—sheet IV.

Publication.—Red Sea, &c., Pilot, 1909, page 389; Revised Supplement (3), 1917.

Authority.—H. M. Surveying Vessel *Merlin*. (H. 7685-20.)



KOREA, SOUTH-EAST COAST.

Masampo Harbour Approaches—Amendments to Charts with regard to Shoals.

No. 27 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2041 of 1920), are republished:—

Position.—Tai pong island, lat. $35^{\circ} 01'$ N., long. $128^{\circ} 44\frac{1}{2}'$ E.

Details.—Amendments to the charts with regard to shoals in the vicinity of Tai pong island, and north-westward of Red island, are shown on the accompanying reproduction of a portion of chart No. 1065.

Charts affected.—No. 1065, Masampo harbour and approaches.

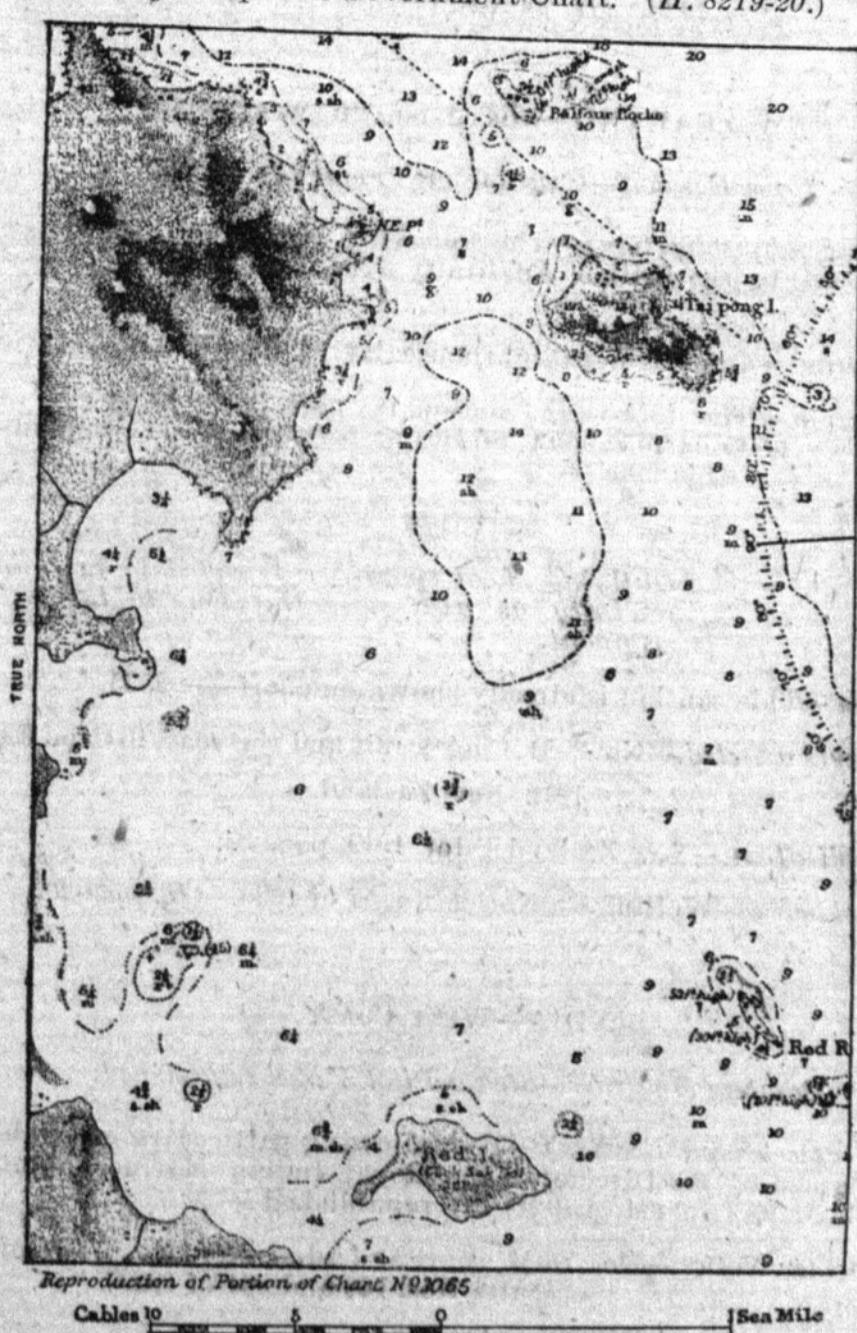
.. 3366, Fusan harbour to Port Hamilton.

.. 358, Western coasts of Kinsiu and Houshū.

.. 104, Korean archipelago—southern portion.

Publication.—E. C. Korea, &c., Pilot, 1913, pages 65, 66.

Authority.—Japanese Government Chart. (H. 8219-20.)



JAPAN—INLAND SEA, HARIMA NADA.

Shikama Light—Alteration in Character.

No. 28 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2048 of 1920), are republished:—

Position.—Lat. $34^{\circ} 47'$ N., long. $134^{\circ} 39\frac{1}{2}'$ E.

New Abridged description.—Lt. F., Gn., 34 ft., vis. 11m.

Alteration.—The character of the light has been altered from fixed white to *fixed green*.

Remarks.—The visibility of the light is now 11 miles.

Charts affected.—No. 3566, Izumi nada and Harima nada.

“ 2875, Naikai (Seto uchi) or Inland sea.

Publications—List of Lights, Part VI., 1920, No. 1939.

Japan Pilot, 1914, page 291.

Authority.—Tokyo, Department of Commerce, Notice No. 1529 of 1920. (H. 8418-20.)

NEW ZEALAND—NORTH ISLAND, WEST COAST.

Cape Egmont—Caution with regard to Shoals.

No. 29 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2060 of 1920), are republished:—

Position.—Cape Egmont lighthouse, lat. $39^{\circ} 16\frac{3}{4}'$ S., long. $173^{\circ} 46'$ E.

Caution.—The following cautionary note is to be placed on the charts about midway between Cape Egmont and Opunake:—

“ CAUTION ”

“ *Outlying shoal spots are reported to exist in this vicinity as also near the shore to the N. of C. Egmont.* ”

Note.—This caution is already shown on chart No. 2535.

Charts affected.—No. 2054, Cook strait and the coast to Cape Egmont.
“ 1212, New Zealand.

Publication.—New Zealand Pilot, 1919, page 94.

Authority.—Wellington Notice No. 57 of 1920. (H. 8539-20.)

INDIA—WEST COAST.

Bombay Harbour—Steam Pilot Vessel established.

No. 30 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 2M of 1921), are republished:—

Former Notice.—No. 75-M of 1920 (Admiralty No. 1168 of 1920). Calcutta Nos. 166 and 264 of 1920).

Date established.—4th January 1921.

Details.—A Steam Pilot Vessel (of the character and construction of a trawler) which will either cruise or station approximately on a line with Malabar Point in transit with Colaba Point has been established.

This Pilot Vessel during the day will display the usual Pilot Flag (a white and red horizontal) hoisted at the main and at night the lights as prescribed for Steam Pilot Vessels, i.e., one bright white light at the Mast head and at a distance of 8 feet below, another red light visible all round the horizon at least 2 miles distance.

Note.—The Steam Pilot Vessel is painted white with a yellow funnel.

Remarks.—The present position of the Pilot Schooner as shewn on the Charts is to be expunged.

Charts affected.—No. 655, Port of Bombay.

„ 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publication.—West Coast of India Pilot, 1919, page 228.

Authority.—The Port Officer, Bombay, dated 30th December 1920,

PERSIAN GULF.

Ras al Mutaf—Derelict reported south-westward of.

No. 31 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 3-M of 1921), are republished:—

Details.—The Master of S.S. "Warina" reports having passed a derelict of capsized dhow, floating with her sides well out of water in the following position.

Position.—Lat. $27^{\circ} 43' N.$

Long. $51^{\circ} 27' E.$

Caution.—This derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 2837b, Persian Gulf, western portion.
„ 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 22nd December 1920.

CEYLON, SOUTH-EAST COAST.

Caution.—Report of a sunken bungalow.

No. 32 (second publication):—

Date sighted.—15th January 1921.

Subject.—The Master of the SS. "Culna" states in his Arrival Report, dated the 21st January 1921, that he passed a sunken bungalow in the following position.

Position.—Lat. $6^{\circ} 45' N.$, long. $81^{\circ} 56' E.$

Charts affected.—No. 70, Bay of Bengal.

„ 828, Cape Comorin to Cocanada.

„ 813, Ceylon, south part.

Authority.—Master of the SS. "Culna."

The 17th January 1921.

CHINA SEA—GULF OF SIAM, MALAY PENINSULA

Singora Light—Normal Characteristics resumed.

No. 20 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1969 of 1920), are republished:—

Former Notices.—Nos. 835, 1341 and 1748 of 1920. (*This office Nos. 186, 292 and 355 of 1920*)

Position.—On the summit of Pagoda hill.

Lat. $7^{\circ} 12' N.$, long. $100^{\circ} 35' E.$

Description.—An occulting white light every thirty seconds.

Note.—The note “Irregular (1920)” against this light is to be expunged from the charts.

Charts affected.—No. 998, Pulo Kapas to Lakon roads, with plan.

“ 2414, Gulf of Siam.

Publications.—List of Lights, Part VI, 1920, No. 1352.

China Sea Pilot Vol. III, 1912, page 123 Supplement No. 5, 1920.

Authority.—Bangkok Notice No. 197 of 1920. (H. 8065-20.)

CHINA, SOUTH-EAST COAST.

Canton River, Blenheim Reach—Caution with regard to Depths.

No. 21 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1980 of 1920), are republished:—

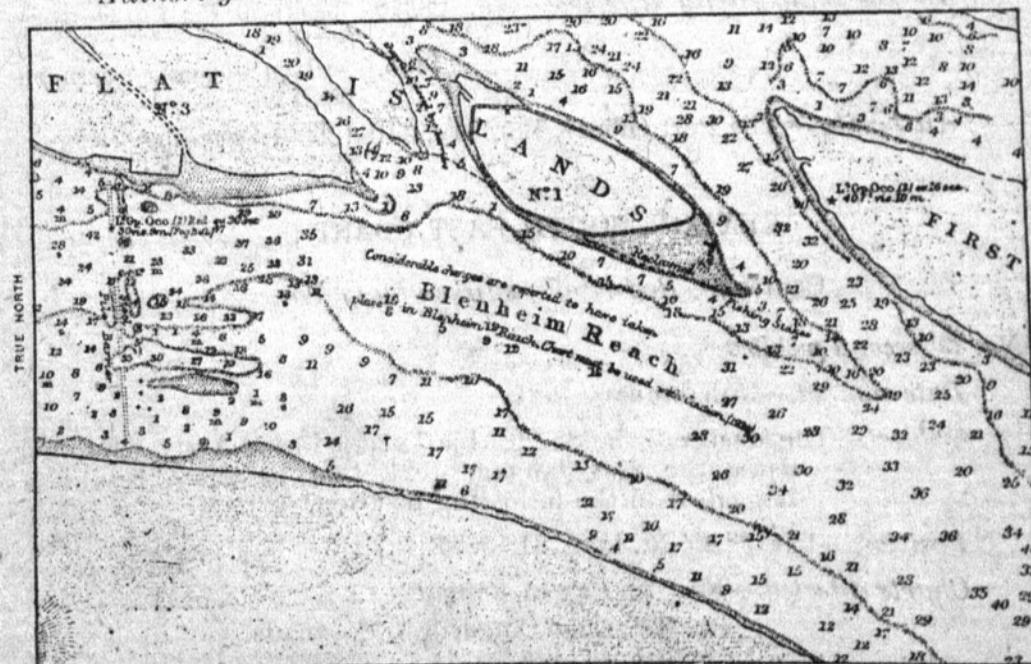
Position.—Flat island No. 1, lat. $23^{\circ} 04' N.$, long. $113^{\circ} 28' E.$

Caution.—Information has been received that considerable changes in depths have taken place in Blenheim reach. In consequence of these changes, correction to the charts as shown on the reproduction below of a portion of chart No. 1742, has been rendered necessary pending the receipt of further details.

Charts affected.—No. 1742, Chu kiang or Canton river—sheet IV.
“ 3588, Canton river delta.

Publication.—China Sea Pilot, Vol. III, 1912, pages 458, 463.

Authority.—Canton Notice No. 156 of 1920. (H. 7979-20).



Reproduction of Portion of Chart No. 1742.

*Miles or
Fathoms*

JAPAN—KIUSSIU, WEST COAST.

Sakitsu Ura Entrance and Approach—Existence of Shoals.

No. 22 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1989 of 1920), are re-published:—

(a) *Position.*—At a distance of $1\frac{2}{6}$ cables, 174° , from Koga se 73-foot rock, in the approach to Sakitsu ura.

Lat. $32^{\circ} 19'$ N., long. $129^{\circ} 57'$ E.

Depth.— $1\frac{1}{2}$ fathoms (rock).

(b) *Position.*—At a distance of $3\frac{3}{4}$ cables, 200° , from the Δ near the 360-foot summit on Kurose saki, at the northern side of the entrance to Sakitsu ura.

Lat. $32^{\circ} 18'$ N., long. $129^{\circ} 59'$ E.

Depth.— $6\frac{1}{2}$ fathoms (rock).

Charts affected.—No. 135, Plan of Sakitsu ura.

" 836, Amakusa islands and Yatsushiro sea.

" 358, Western coasts of Kiusiu and Honshū.

Publication.—Japan Pilot, 1914, page 444.

Authority.—Japanese Government Chart. (H. 8221/20.)

AUSTRALIA, NORTH COAST—CLARENCE STRAIT.

Howard Channel—Amended Positions of Light-Buoys.

No. 23 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2000 of 1920), are re-published:—

(1) Howard knoll light-buoy:

Position (approximate).—At a distance of about $7\frac{1}{2}$ cables southward of charted position.

Lat. $12^{\circ} 00' 30''$ S., long. $131^{\circ} 18' 45''$ E.

Description.—A black can light buoy numbered "2," exhibiting a *group flashing red* light.

(2) Rooper rock light-buoy:

Position.—At a distance of about $5\frac{1}{2}$ cables north-westward of charted position.

Lat. $12^{\circ} 04' 18''$ S., long. $131^{\circ} 11' 00''$ E.

Description.—A red can light-buoy numbered "3," exhibiting a *group flashing white* light.

Charts affected.—No. 1095, Clarence strait.

" 613, Melville island, with Dundas and Clarence straits. (1).

Publication.—Australia Pilot, Vol. V., 1914, pages 96, 103, 104; Supplement No. 4, 1920.

Authority.—H. M. A. S. *Geranium*, Hyd. Note No. 1 of 1920. (H. 8119/20.)

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, FEBRUARY 16, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

C. B. BAYLEY,
*Deputy Secretary
to the Government of Bengal.*

CALCUTTA, *the 10th February 1921.*

CELEBES, SOUTH COAST—BUTON STRAIT, SOUTH ENTRANCE.

Buton Approach—Rock to be inserted on charts.

No. 44 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2097 of 1920), are republished :—

Position (approximate).—At a distance of about one mile eastward from the northern end of North island (Kada Tua).

Lat. $5^{\circ} 30' 45''$ S., long. $122^{\circ} 32'' 40''$ E.

Description.—A rock with a depth of less than 6 feet.

Remarks.—This rock is already shown on charts Nos. 3616 and 942a.

Charts affected.—No. 3470, Buton strait.

„ 2759a, Australia—northern portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 471.

Authority.—Hydrographic Department. (H. 8291-20.)

CELEBES, SOUTH-EAST COAST—WANGI WANGI ISLAND.

Reitz Rock—To be removed from the charts.

No. 45 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2098 of 1920), are republished:—

Position.—At a distance of about 3 miles north-eastward from Wangi Wangi lighthouse.

Lat. $5^{\circ} 12'$ S., long. $123^{\circ} 34'$ E.

Details.—The rock shown in the above position is to be expunged from the charts.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.

,, 942a, Eastern archipelago—sheet 3.

,, 2759a, Australia—northern portion.

,, 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 477.

Authority.—Hydrographic Department. (H. 8263-20.)

WIRELESS INFORMATION FOR NAVIGATIONAL PURPOSES.

No. 46 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2099 of 1920), are republished:—

Notice is given that full details of all

Wireless Time Signals,

Wireless Direction Finding Stations,

Wireless Meteorological Bulletins and

Wireless Storm Warnings

throughout the world will be published in the Admiralty List of Lights, 1921 (All Parts), now in the press.

The periodical republication in a Notice to Mariners of the above information *in extenso*, which has been the practice when additions or alterations are necessary, will cease. Amendments and additions only will in future be notified by a separate Notice to Mariners, as requisite in the same manner as corrections for the List of Lights.

Note.—The notice to Mariners on W/T Navigational Warnings will still continue to be issued separately.

Authority.—Hydrographic Department. (H. 8880-20.)

PERSIAN GULF ENTRANCE—MUSANDAM PENINSULA.

Perforated Rock—Correction to charts with reference to rock northward of.

No. 47 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2110 of 1920), are republished:—

Position.—Lat. $26^{\circ} 24\frac{1}{2}'$ N., long. $56^{\circ} 22\frac{1}{2}'$ E.

Correction.—The 3-fathom rock in the above position is marked “E. D.” on some copies of the charts. The note is to be altered to read “P. D.”

Charts affected.—No. 753, Entrance to the Persian gulf.

” 2837a, Persian gulf—eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 70.

Authority.—Hydrographic Department. (H. 8523-20.)

CELEBES, SOUTH-EAST COAST—TIGER ISLANDS.

Tanah Karompa—Amended western Limit of surrounding reef; Detached reef north-westward of.

No. 48 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2111 of 1920), are republished :—

(1) Amended limit of reef:

Position.—Tanah Karompa, western end, lat. $7^{\circ} 16' S.$, long. $121^{\circ} 42' E.$

Details.—The western limit of the reef, on the south-eastern edge of which Tanah Karompa is situated, lies 6 miles further westward than charted.

The western edge lies in a northerly and southerly direction, approximately along the meridian of longitude $121^{\circ} 29' E.$

(2) Detached reef:

Position.—At a distance of about $1\frac{1}{4}$ miles northward from the north-western edge of the reef referred to in (1) above, and 2 miles south-eastward of Sungi Sangiang.

Lat. $7^{\circ} 09' 18'' S.$, long. $121^{\circ} 28' 54'' E.$

Description.—A drying reef, about half a mile in extent.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.

" 942a, Eastern archipelago—sheet 3.

" 2759a, Australia—northern portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 321.

Authority.—Hague Notice No. 660 of 1920. (H. 2251-20.).

EASTERN ARCHIPELAGO—JAVA SEA.

Great Solombo Island (Masalembo Besar)—Non-existence of rock south-westward of.

No. 49 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2112 of 1920), are republished.—

Position.—At a distance of about 3 miles westward from the south-western point of Great Solombo island.

Lat. $5^{\circ} 35\frac{1}{2}' S.$, long. $114^{\circ} 21' E.$

Details.—The rock with a depth of less than 6 feet, shown on the charts in the above position, does not exist and is to be expunged.

Charts affected.—No. 941b, Eastern archipelago—sheet 2.

" 2759a, Australia—northern portion.

" 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 184.

Authority.—Hague Notice No. 203 of 1920. (H. 1014-20.).

CHINA, EAST COAST.

Yang Tse Kiang, South Channel—Wreck dispersed; Light-buoy withdrawn.

No. 50 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2114 of 1920), are republished :—

Former Notice.—No. 474 of 1918. (*This office No. to 42 of 1918.*)

Position.—At a distance of about 2 miles northward from Kiu toan (61 feet high) beacon.

Lat. $31^{\circ} 17\frac{1}{2}' N.$, long. $121^{\circ} 44\frac{1}{4}' E.$

Details.—The wreck of the S.S. *Poochi*, sunk in the year 1917 in the above position, has been dispersed, and the light-buoy formerly marking it withdrawn.

Remarks.—A considerable portion of the wreck remains embedded in the mud.

Note.—The wreck is to be expunged from the charts and the note “*Foul ground*” substituted.

Charts affected.—No. 1602, Approaches to the Yang tse Kiang.

1199, Kue shan islands to the Yang tse Kiang.

Authority.—Shangbai Notice No. 712 of 1920. (H. 8619-20.)

INDIA.

Alteration in Time of Wireless Weather Bulletins.

No. 51 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2116 of 1920), are re-published:—

Former Notice.—No. 1879 of 1920.

The times of transmission of W-T weather bulletins, which are broadcasted twice daily from W-T stations on the Indian coast, have been altered as follows, in order to correspond with the periods of watch kept in the Indian ocean by vessels with only one operator:—

W-T Station.	Call Signal.	Time. (G.M.T.)*
Bombay ... ..	... VWB	
Madras ... ..	... VWM	0100, 1300
Rangoon ... ..	... VTR	
Calcutta ... ..	... VWC	
Karachi ... ..	... VWK	0130, 1330
Port Blair ... ..	... VTP	

*Civil mean time of the meridian of Greenwich.

The transmitting station will signal the “All Station” call five times before sending the messages, in order to give vessels an opportunity of correctly adjusting their instruments.

Schedule I (col. 3) of the former Notice quoted above should be amended accordingly.

Note.—This information will appear in the Admiralty List of Lights, 1921 (All Parts).

Publications.—W.C. India Pilot, 1919, page 74; Supplement No. 1, 1920. Bay of Bengal Pilot, 1910, pages 76, 77; Supplement No. 5, 1920.

Authority.—Government of India. (H. 8593-20.)

INDIA—BAY OF BENGAL.

Calcutta—Alteration in time of wireless time-signals.

No. 52 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2117 of 1920), are re-published:—

Former Notice.—No. 316 of 1920.

The times of transmission of the W/T time-signals from Calcutta W/T station (VWC) have been altered to correspond with the periods of watch kept in the Indian ocean by vessels carrying only one operator, and these time-signals now immediately precede the W/T weather bulletin at 0130 and 1330 G.M.T. (civil mean time of the meridian of Greenwich).

Full information will be published when received.

Publication.—Bay of Bengal Pilot, 1910, page 306; Supplement No. 5, 1920.

Authority.—Government of India. (H. 8593/20.)

INDIA, WEST COAST—GOA COAST.

Marmagao breakwater light—Intended alteration in character.

No. 53 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2118 of 1920), are republished:—

Former Notice.—No. 717 of 1920. (*This office No. 157 of 1920.*)

Date of alteration.—Shortly.

Position.—On northern extremity of breakwater eastward of Marmagao point.

Lat. $15^{\circ} 25'$ N., long. $73^{\circ} 47\frac{1}{2}'$ E.

New abridged description.—Lt. Occ., W.R.G., 51 ft., vis. 6 m.

Alteration.—The character of the light will be altered from fixed with white, red and green sectors to occulting, with white, red-and green sectors, every two seconds.

Remarks.—The limits and colour of the sectors will remain unaltered.

Note.—No further Notice will be given.

Charts affected.—No. 492, Aguada to St. George islands.
" 740, Achra river to Cape Ramas.

Publication.—List of Lights, Part VI, 1920, No. 430.

Authority.—Harbour Master, Marmagao. (H. 1515/20.)

JAPAN—INLAND SEA, KURUSHIMA KAIKYO.

Shiroi Iwa—Light established.

No. 54 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2123 of 1920), are republished:—

Position.—On Shiroi iwa, the white rock 7 feet high, situated near the western shore of Kurushima kaikyo.

Lat. $34^{\circ} 06\frac{1}{4}'$ N., long. $132^{\circ} 55\frac{1}{2}'$ E.

Abridged description.—(U) Lt. Occ., Red 32 ft., vis. 9 m.

Characteristics:

Character.—Occulting red every four seconds, thus:

Light.	eclipse.
2 sec.	2 sec.

Elevation.—32 feet.

Visibility.—9 miles.

Power.—80 candles.

Structure.—Red iron framework on concrete base.

Remarks.—The light is unwatched.

Charts affected.—No. 131, Kurusima no seto.

" 83, Gogo shima to Miyo shima.

" 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1920, No. 1957a.

Japan Pilot, 1914, page 330.

Authority.—Tokyo, Department of Communications, Notice No. 1641 of 1920. (H. 8700-20.)

INDIA—WEST COAST.

Bombay Approach—Caution with regard to fishing stakes.

No. 55 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 14M. of 1921), are republished:—

Former Notice—No. 155M. of 1920. (*This office No. 329 of 1920.*)
Position.—At a distance of about $9\frac{1}{2}$ miles 222° from Prong's Light-house.

Lat. $18^{\circ} 45\frac{1}{2}'$ N.

Long. $72^{\circ} 41'$ E.

Details.—Telegraphic information, dated 15th January 1921, has been received from the Master of S.S. *Gurna* that a group of fishing stakes exists in the above position, which stretches lengthwise in the direction of 118° towards Kundari Island.

Caution.—Mariners are warned to keep clear of these stakes, which are dangerous to navigation as they lie in the track of vessels approaching Bombay from the southward.

Charts affected.—No. 737, Arnala Island to Kundari Island.

, 2736, Gulf of Kutch to Vizianadug.

Publication.—West Coast of India Pilot, 1919, page 224.

Authority.—The Port Officer, Bombay, dated 17th January 1921.

BAY OF BENGAL.

Caution—Danger to navigation.

No. 56 (*first publication*).—

Subject.—The Master of the S.S. *Gazana* reports having passed a stump of wood projecting 4 feet out of water apparently attached to a sunken weight.

Position.—Lat. $12^{\circ} 16'$ N., long. $90^{\circ} 25'$ E.

Remarks.—Mariners are hereby warned.

Chart affected.—No. 70, Bay of Bengal.

Authority.—Engineer and Harbour Master, Port Blair, telegram dated the 6th February 1921.

BAY OF BENGAL.

Caution—Report of a submerged wreckage.

No. 57 (*first publication*).—

Subject.—The Master of the S.S. "Surada" reports having passed a submerged wreckage in the following position.

Position.—Lat. $11^{\circ} 02'$ N., long. $88^{\circ} 31'$ E.

Caution.—Mariners are hereby warned.

Chart affected.—No. 70, Bay of Bengal.

Authority.—Shipping Officer, Port Blair, telegram dated 10th February 1921.

JAPAN—KIUSIU, SOUTH COAST, KAGOSIMA KAIWAN.

Sakura Sima—Extension to southward; Depths in vicinity.

No. 33 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2067 of 1920), are republished:—

Position.—Sakihananadaira A, lat. $31^{\circ} 33\frac{1}{4}'$ N., long. $130^{\circ} 42'$ E.

Details.—The accompanying reproduction of a portion of chart No. 372 shows the necessary corrections to that chart with regard to—

- (i) The extension of the lava bed in the south-eastern part of the island and the amended depths in the vicinity.
- (ii) Shoals in the vicinity of Kani Sima and Shin Sima, to the north-eastward of Sakura Sima.
- (iii) Amended height of Shin Sima.

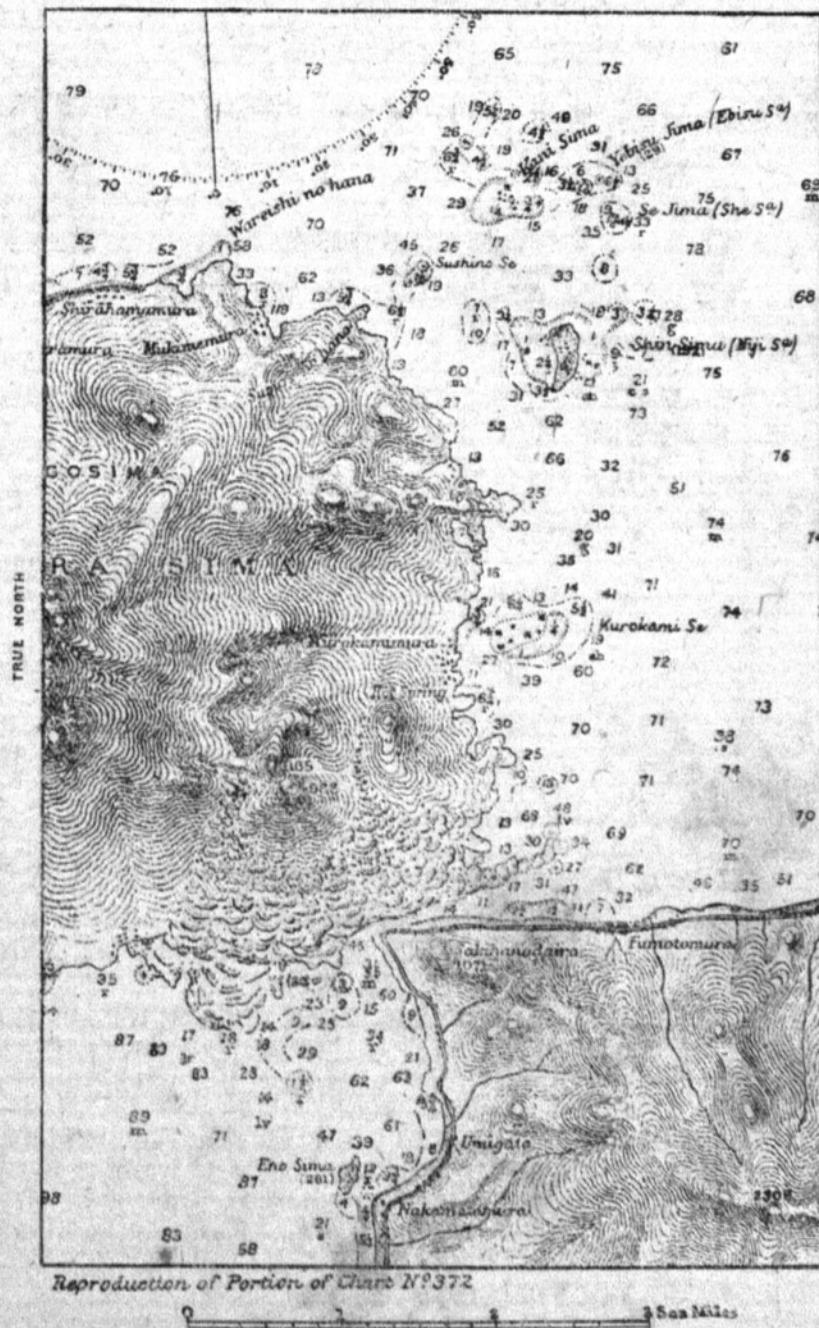
Charts affected.—No. 372, Kagoshima Kaiwan,

, 1648, Osumi kaikyo to O Shima.

, 358, Western coasts of Kiusiu and Honshu.

Publication.—Japan Pilot, 1914, pages 414, 415, 418; Supplement No. 4, 1920.

Authority.—Japanese Government Chart. (H. 8218-20.)



JAPAN.

Shimonoseki Kaikyo—Non-existence of Wrecks.

No. 34 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2068 of 1920), are republished:—

(a) *Position*.—In Kita suido, at a distance of about 7 cables southward of Kushizaki.

Lat. $33^{\circ} 58\frac{3}{4}'$ N., long. $130^{\circ} 59\frac{1}{2}'$ E.

Description.—Wreck (1908).

(b) *Position*.—In Hayatomo seto, at a distance of about 2 cables south-eastward of Dan no uwa light.

Lat. $33^{\circ} 58\frac{3}{4}'$ N., long. $130^{\circ} 58'$ E.

Description.—Wreck (1917).

(c) *Position*.—At a distance of about $6\frac{1}{2}$ cables southward of flagstaff near Shimonoseki custom house.

Lat. $33^{\circ} 56\frac{3}{4}'$ N., long. $130^{\circ} 56\frac{1}{4}'$ E.

Description.—Wreck (1919).

(d) *Position*.—At a distance of about $1\frac{1}{4}$ cables south-eastward of Ganryu jima (41-foot) ▲

Lat. $33^{\circ} 56'$ N., long. $130^{\circ} 55\frac{3}{4}'$ E.

Description.—Wreck (1919).

(e) *Position*.—At a distance of $1\frac{1}{2}$ cables north-eastward of Deshimachibana.

Lat. $33^{\circ} 55\frac{3}{4}'$ N., long. $130^{\circ} 55\frac{1}{2}'$ E.

Description.—Wreck (1919).

(f) *Position*.—At a distance of about $2\frac{1}{4}$ cables south-eastward of Kanenotsuru misaki.

Lat. $33^{\circ} 54\frac{1}{2}'$ N., long. $130^{\circ} 54\frac{1}{2}'$ E.

Description.—Wreck marked by buoy.

(g) *Position*.—At a distance of about 4 cables westward of Kaza zi.

Lat. $33^{\circ} 56'$ N., long. $130^{\circ} 52'$ E.

Description.—Wreck.

Charts affected.—No. 3114, Moji and Shimonoseki ko. (c), (d) and (e).

„ 1578, Shimonoseki kaikyo.

„ 532, Approach to Shimonoseki kaikyo.

„ 3225, Shimonoseki kaikyo to Maruyama zaki.

(a), (b).

„ 127, Hirado kaikyo to Shimonoseki kaikyo.

(g).

Authority.—Japanese Government Chart. (H. 5391-20.)

JAPAN—KIUSIU, NORTH-WEST COAST.

Omura Wan entrance—Buoy established.

No. 35 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2069 of 1920), are republished:—

Position.—At a distance of $1\frac{8}{10}$ miles, 47° , from Shira se lighthouse.

Lat. $33^{\circ} 06\frac{3}{4}'$ N., long. $129^{\circ} 39'$ E.

Description.—A red conical buoy painted in black and red horizontal bands.

Remarks.—This buoy marks the edge of the reef which extends westward from the shore northward of Kogo zaki.

Charts affected.—No. 2387, Io jima to Madara jima.

„ 359, Nagasaki to Karatsu, with the Goto islands.

Publication.—Japan Pilot, 1914, pages 505, 508.

Authority.—Tokyo Notice No. 273 of 1920. (H. 8652-20.)

JAPAN—HONSHŪ, SOUTH COAST, ISE NO UMI.

Toga Se light-buoy—Amended position.

No. 36 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2077 of 1920), are republished:—

Position.—At a distance of about three-quarters of a mile southward from charted position, and $2\frac{1}{2}$ miles southwestward from Oni ga saki.

Lat. $34^{\circ} 52' 24''$ N., long. $136^{\circ} 47' 17''$ E.

Description.—A red can light-buoy named "Toga se," with *group flashing white* light.

Charts affected.—No. 952, Owashi wan to Atsumi wan.

„ 996, Kii suido to Tokyo.

Publication.—Japan Pilot, 1914, page 171.

Authority.—Tokyo Notice No. 278 of 1920. (H. 8656-20.)

JAPAN—KIUSIU, WEST COAST, NAGASAKI APPROACH.

Hira se—Beacon destroyed.

No. 37 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2078 of 1920), are republished:—

Position.—Lat. $32^{\circ} 43'$ N., long. $129^{\circ} 46\frac{3}{4}'$ E.

Details.—Hira se beacon, which has been destroyed and will not be replaced, is to be expunged from the charts.

Charts affected.—No. 2415, Approach to Nagasaki harbour.

„ 359, Nagasaki to Karatsu, with the Goto islands.

„ 358, Western coasts of Kiusiu and Honshu.

„ 3480, Shantung promontory to Nagasaki.

Publication.—Japan Pilot, 1914, page 462.

Authority.—Tokyo, Department of Communications, Notice No. 1615 of 1920. (H. 8698-20.)

JAPAN—GULF OF OSAKA.

Osaka breakwater lights—Alteration in characteristics.

No. 38 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2079 of 1920), are republished:—

(1) North breakwater:

Position.—On the outer end of the north breakwater,

Lat. $34^{\circ} 38\frac{1}{2}'$ N., long. $135^{\circ} 23\frac{1}{2}'$ E.

New abridged description.—(U) Lt. Occ., 36 ft., vis. 11 m.

Details.—The flashing white light has been replaced by a light having the undermentioned characteristics:—

Character.—Occulting white every four seconds, thus:

Light, 2 sec.	eclipse 2 sec.
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Elevation.—36 feet.

Visibility.—11 miles.

Power.—1,300 candles.

Structure.—White hexagonal iron tower, 26 feet in height.

Remarks.—The light is unwatched.

(2) South breakwater:

Position.—On the outer end of the south breakwater.
New abridged description.—Lt. Occ., *Red*, 36 ft., vis. 11 m. (U).
Details.—The fixed white light has been replaced by a light having
 the undermentioned characteristics:—

Character.—*Occulting red every four seconds*, thus:

Light.	<u>eclipse.</u>
$\frac{1}{2}$ sec.	$\frac{1}{2}$ sec.

Elevation.—36 feet.

Visibility.—11 miles.

Power.—520 candles.

Structure.—Red hexagonal tower, 26 feet in height.

Remarks.—The light is unwatched.

Charts affected.—No. 16, Kobe and Osaka.
 , 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of lights, Part VI., 1920, Nos. 1997, 1998.
 Japan Pilot, 1914, pages 274, 275.

Authority.—Tokyo, Department of Communications, Notice No.
 1640 of 1920. (H. 8699-20.)

JAPAN—HONSHŪ, WEST COAST.

Oki Islands (Oki Retto)—Existence of rocks

No. 39 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2080 of 1920), are republished:—

(a) *Position.*—At a distance of about $1\frac{1}{4}$ miles westward from the western extremity of Omori island.
 Lat. $36^{\circ} 07' 40''$ N., long. $133^{\circ} 07' 50''$ E.

Depth.—2 fathoms.

(b) *Position.*—At a distance of about half a mile eastward from (a).
 Lat. $36^{\circ} 07' 25''$ N., long. $133^{\circ} 08' 30''$ E.

Depth.—5 fathoms.

(c) *Position.*—Off the western extremity of Matsu sima.
 Lat. $36^{\circ} 05' 45''$ N., long. $133^{\circ} 08' 30''$ E.

Depth.—4 fathoms.

(d) *Position.*—Off the south-eastern side of Naka no shima.
 Lat. $36^{\circ} 03' 00''$ N., long. $133^{\circ} 06' 20''$ E.

Depth.—9 fathoms.

Charts affected.—No. 1495, Aburatani bay to Ando zaki.
 , 2347, Honshu, Kiusiu and Shikoku, etc. (a).

Publication.—Japan Pilot, 1914, page 607.

Authority.—Tokyo Notice No. 269 of 1920. (H. 8651-20.)

JAVA, NORTH COAST.

Semarang Bay—Non-existence of reported shoal.

No. 40 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2088 of 1920), are republished:—

Position.—At a distance of $2\frac{1}{4}$ miles, 14° , from Semarang lighthouse.
 Lat. $6^{\circ} 55'$ S., long. $110^{\circ} 24\frac{1}{2}'$ E.

Description.—A 3-fathom shoal, marked "Repd. (1919)" on charts.

Note.—The shoal is to be expunged from the charts.

Charts affected.—No. 932, Plan of Semarang bay.
 , 1653, Island of Java—western portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 117; Supplement No. 4, 1919.

Authority.—Netherlands Government Chart. (H. 8450-20.)

INDIA—WEST COAST.

Bombay Approach—Derelict reported.

No. 41 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 9M. of 1921), are republished:—

Date sighted. 12th January 1921.

Position.—Lat. $18^{\circ} 07'$ N., long. $72^{\circ} 50\frac{1}{2}'$ E.

Details.—The Master of SS. "Nirvana" reports having passed a derelict of a fishing boat in 22 fathoms of water, shewing white flag on pole, mast in water, secured astern.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Viziadrug.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

Authority.—The Port Officer, Bombay, dated 13th January 1921.

AUSTRALIA—SOUTH COAST—SPENCER GULF.

Wardang, Island light—Amendment to Notice No. 19 of 1921 re position of light.

No. 42 (second publication).—

Subject.—The undermentioned position is to be substituted for that given in Notice to Mariners No. 19 of 1921.

Position.—On the summit of Wardang Island (107 ft.), at a distance of $6\frac{1}{2}$ cables, 325° (N. 40° W. Mag.), from the position shown on chart No. 752.

Lat. $34^{\circ} 30'$ S.; Long. $137^{\circ} 21'$ E.

Variation.— 5° E.

Charts affected.—No. 752, Port Victoria.

„ 2389, St. Vincent and Spencer Gulfs.

Authority.—Melbourne Notice No. 27 of 1920.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel "Sarsuti"—Replaced in position.

No. 43-I (second publication).—

Former Notice.—No. 366-I. of 1920.

Subject.—The South Patches light-vessel "Sarsuti" will be replaced in position on the 7th February 1921.

Position.—Lat. $21^{\circ} 29'$ N., long. $91^{\circ} 37'$ E.

Charts affected.—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

Publications.—List of lights, Part VI, 1920, No. 630.

Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong, Notice dated 27th January 1921.

The 21st January 1921.

JAVA, NORTH COAST—MADURA STRAIT.

Gili Genting—Light established; Buoy withdrawn.

No. 24 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2032 of 1920), are republished:—

Position.—On the outer edge of the reef extending from the western shore of Gili Genting.

Lat. $7^{\circ} 11' 42''$ S., long. $113^{\circ} 52' 45''$ E.

Abridged description.—Lt. F., 39 ft., vis. 10 m.

Characteristics:

Character.—Fixed white.

Elevation.—39 feet.

Visibility.—10 miles.

Structure.—Iron framework.

Remarks.—The white conical buoy shown on the chart at a distance of about 7 cables southward from the above position has been removed.

Charts affected.—No. 934, Plan of Sapudi strait.

" 1654, Island of Java—eastern portion.

" 941 $\frac{1}{2}$, Eastern archipelago—sheet 2.

Publications.—List of Lights, Part VI, 1920, No. 920a.

Eastern Archipelago Pilot, Part II, 1913, page 167.

Authority.—Hague Notice No. 2407 of 1920. (H. 8451-20.)

CHINA SEA—NORTH BALABAC STRAIT.

Kaxisigan Island—Off-lying Rocks and Shoals.

No. 25 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2033 of 1920), are republished:—

Position.—Kaxisigan island, lat. $8^{\circ} 05\frac{1}{2}'$ N., long. $117^{\circ} 05'$ E.

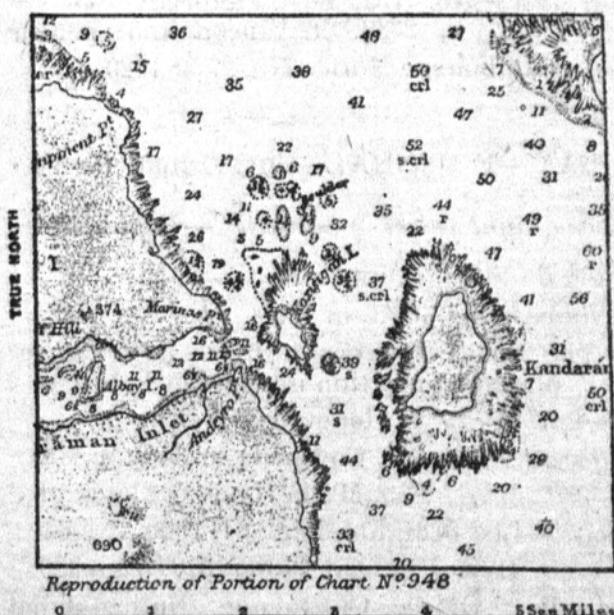
Details.—The reproduction below of a portion of chart No. 948 shows the necessary amendments with regard to rocks and shoals in the vicinity of Kaxisigan island.

Charts affected.—No. 948, Balabac strait.

" 967, Palawan island.

Publication.—Eastern Archipelago Pilot, Part I, 1911, pages 116, 117.

Authority.—U.S.A. Government Chart. (H. 8196-20.)



RED SEA—EASTERN SHORE.

Hodeida Road—Amendments to Charts with regard to Shoals and Depths.

No. 26 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2040 of 1920), are republished:—

Former Notices.—Nos. 1175 and 2234 of 1919. (*This office Nos. 255 of 1919 and 34 of 1920.*)

Position.—North fort, lat. $14^{\circ} 47\frac{1}{2}'$ N., long. $42^{\circ} 55\frac{1}{2}'$ E.

Details.—The accompanying reproduction of portions of charts Nos. 14 and 143 shows the necessary amendments to those charts with regard to shoals and depths in Hodeida road consequent upon a recent survey.

Remarks.—From the reproduction it will be observed that:

- (i) The one-fathom coral head referred to in former Notice No. 1175 of 1919 (*Calcutta Notice No. 255 of 1919*) does not exist.
- (ii) The buoy referred to in former Notice No. 2234 of 1919 (*Calcutta Notice No. 34 of 1920*) is no longer in position.

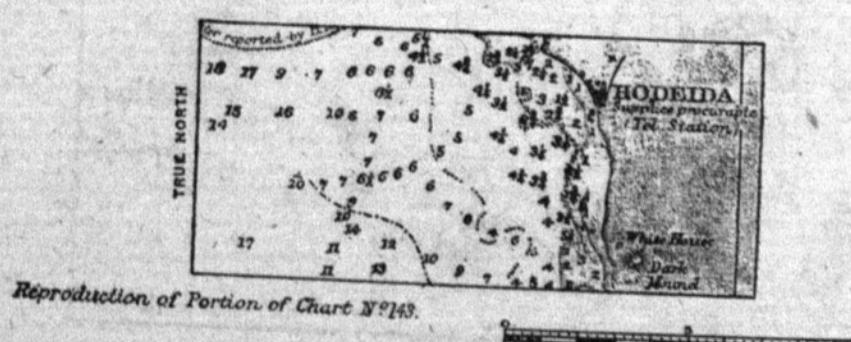
Charts affected.—No. 14, Plan of Hodeida road.

“ 143, Jebel Teir to Perim island.

“ 8d, Red sea—sheet IV.

Publication.—Red Sea, &c., Pilot, 1909, page 389; Revised Supplement (3), 1917.

Authority.—H. M. Surveying Vessel *Merlin*. (H. 7685-20.)



KOREA, SOUTH-EAST COAST.

Masampo Harbour Approaches—Amendments to Charts with regard to Shoals.

No. 27 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2041 of 1920), are republished:—

Position.—Tai pong island, lat. $35^{\circ} 01' N.$, long. $128^{\circ} 44\frac{1}{2}' E.$

Details.—Amendments to the charts with regard to shoals in the vicinity of Tai pong island, and north-westward of Red island, are shown on the accompanying reproduction of a portion of chart No. 1065.

Charts affected.—No. 1065, Masampo harbour and approaches.

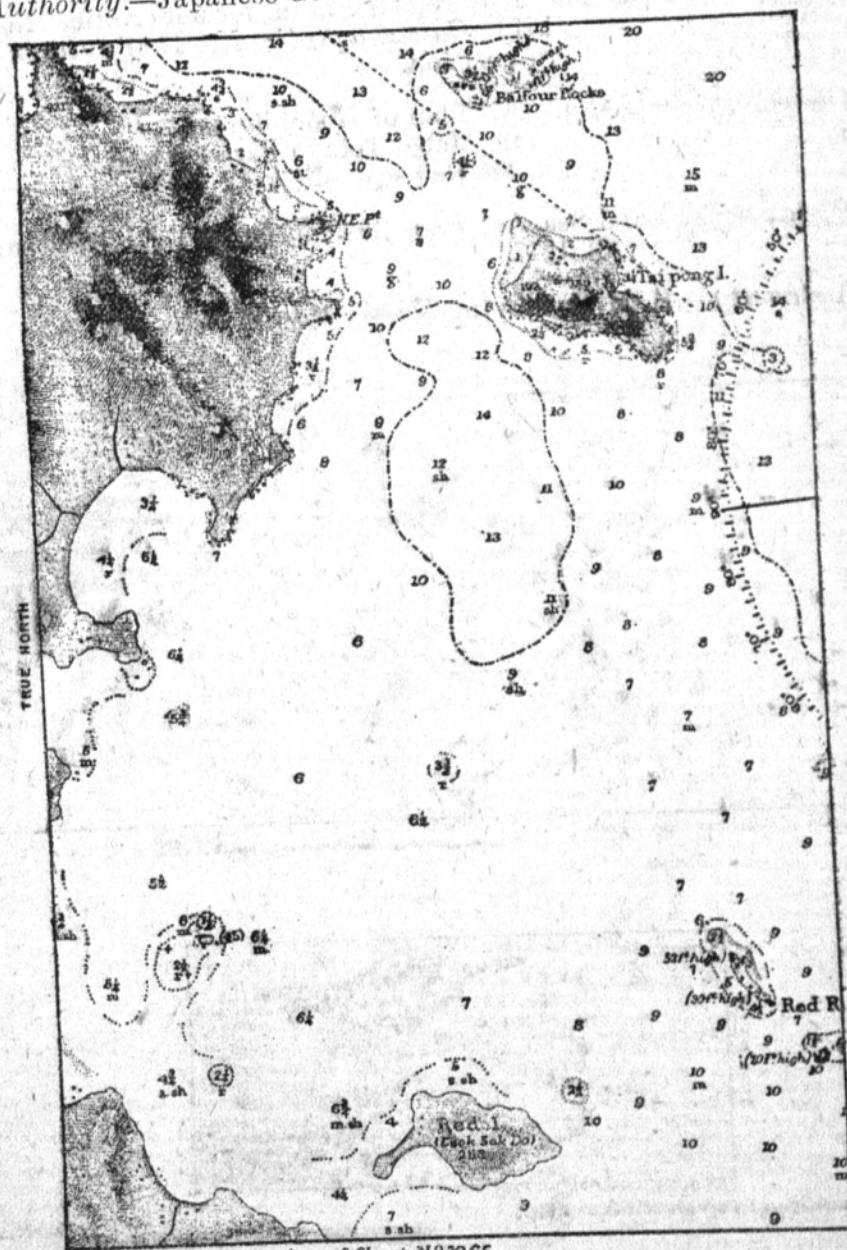
„ 3366, Fusán harbour to Port Hamilton.

„ 358, Western coasts of Kiusiu and Honshū.

„ 104, Korean archipelago—southern portion.

Publication.—E. C. Korea, &c., Pilot, 1913, pages 65, 66.

Authority.—Japanese Government Chart. (H. 8219-20.)



JAPAN—INLAND SEA, HARIMA NADA.

Shikama Light—Alteration in Character.

No. 28 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2048 of 1920), are republished:—

Position.—Lat. $34^{\circ} 47'$ N., long. $134^{\circ} 39\frac{1}{2}'$ E.

New Abridged description.—Lt. F., Gn., 34 ft., vis. 11m.

Alteration.—The character of the light has been altered from fixed white to *fixed green*.

Remarks.—The visibility of the light is now 11 miles.

Charts affected.—No. 3566, Izumi nada and Harima nada.
" 2875, Naikai (Seto uchi) or Inland sea.

Publications—List of Lights, Part VI., 1920, No. 1989.
Japan Pilot, 1914, page 291.

Authority.—Tokyo. Department of Commerce, Notice No. 1529 of 1920. (H. 8418-20.)

NEW ZEALAND—NORTH ISLAND, WEST COAST.

Cape Egmont—Caution with regard to Shoals.

No. 29 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2060 of 1920), are republished:—

Position.—Cape Egmont lighthouse, lat. $39^{\circ} 16\frac{1}{4}'$ S., long. $173^{\circ} 46'$ E.

Caution.—The following cautionary note is to be placed on the charts about midway between Cape Egmont and Opunake:—

“CAUTION”

“Outlying shoal spots are reported to exist in this vicinity as also near the shore to the N. of C. Egmont.”

Note.—This caution is already shown on chart No. 2535.

Charts affected.—No. 2054, Cook strait and the coast to Cape Egmont.
" 1212, New Zealand.

Publication.—New Zealand Pilot, 1919, page 94.

Authority.—Wellington Notice No. 57 of 1920. (H. 8539-20.)

INDIA—WEST COAST.

Bombay Harbour—Steam Pilot Vessel established.

No. 30 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 2M of 1921), are republished:—

Former Notice.—No. 75-M of 1920 (Admiralty No. 1168 of 1920). Calcutta Nos. 166 and 264 of 1920).

Date established.—4th January 1921.

Details.—A Steam Pilot Vessel (of the character and construction of a trawler) which will either cruise or station approximately on a line with Malabar Point in transit with Colaba Point has been established.

This Pilot Vessel during the day will display the usual Pilot Flag (a white and red horizontal) hoisted at the main and at night the lights as prescribed for Steam Pilot Vessels, i.e., one bright white light at the Mast head and at a distance of 8 feet below, another red light visible all round the horizon at least 2 miles distance.

Note.—The Steam Pilot Vessel is painted white with a yellow funnel.

Remarks—The present position of the Pilot Schooner as shewn on the Charts is to be expunged.

Charts affected.—No. 655, Port of Bombay.

„ 2621, Bombay Harbour.

„ 737, Arnala Island to Kundari Island.

Publication.—West Coast of India Pilot, 1919, page 228.

Authority.—The Port Officer, Bombay, dated 30th December 1920.

PERSIAN GULF.

Ras al Mutaf—Derelict reported south-westward of.

No. 31 (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 3-M of 1921), are republished:—

Details.—The Master of S.S. "Warina" reports having passed a derelict of capsized dhow, floating with her sides well out of water in the following position.

Position.—Lat. $27^{\circ} 43' N.$

Long. $51^{\circ} 27' E.$

Caution.—This derelict constitutes a danger to navigation.

Charts temporarily affected.—No. 2837b, Persian Gulf, western portion.
„ 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 22nd December 1920.

CEYLON, SOUTH-EAST COAST.

Caution.—Report of a sunken bungalow.

No. 32 (third publication):—

Date sighted.—15th January 1921.

Subject.—The Master of the SS. "Culna" states in his Arrival Report, dated the 21st January 1921, that he passed a sunken bungalow in the following position.

Position.—Lat. $6^{\circ} 45' N.$, long. $81^{\circ} 56' E.$

Charts affected.—No. 70, Bay of Bengal.

„ 828, Cape Comorin to Cocanada.

„ 813, Ceylon, south part.

Authority.—Master of the SS. "Culna."

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer, Calcutta.



The Calcutta Gazette

WEDNESDAY, FEBRUARY 23, 1921.

APPENDIX.

NOTICE TO MARINERS.

The following Notice is republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

C. B. BAYLEY,
*Deputy Secretary
to the Government of Bengal.*

CALCUTTA, the 16th February 1921.

INDIA—WEST COAST.

Kasaragode—Derelict reported south-westward of.

No. 58 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 18M. of 1921), are republished :—

Date sighted, 23rd January 1921.

Position.—Lat. 14° 10' N.

Long. 74° 25' E.

Details.—The Master of S.S. "Indravati" reports having seen a derelict of a country craft, drifting between Honawar and Modeshwar.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 744, Cape Ramas to Alvagudda.
" 827, Vengurla to Cape Comorin.
" 826, Karachi to Vengurla.
" 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 1st February 1921.

The 10th February 1921.

CELEBES, SOUTH COAST—BUTON STRAIT, SOUTH ENTRANCE.

Buton Approach—Rock to be inserted on charts.

No. 44 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2097 of 1920), are republished:—

Position (approximate).—At a distance of about one mile eastward from the northern end of North island (Kada Tua).

Lat. $5^{\circ} 30' 45''$ S., long. $122^{\circ} 32'.40''$ E.

Description.—A rock with a depth of less than 6 feet.

Remarks.—This rock is already shown on charts Nos. 3616 and 942a.

Charts affected.—No. 3470, Buton strait.

“ 2759a, Australia—northern portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 471.

Authority.—Hydrographic Department. (H. 8291-20.)

CELEBES, SOUTH-EAST COAST—WANGI WANGI ISLAND.

Reitz Rock—To be removed from the charts.

No. 45 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2098 of 1920), are republished:—

Position.—At a distance of about 3 miles north-eastward from Wangi Wangi lighthouse.

Lat. $5^{\circ} 12'$ S., long. $123^{\circ} 34'$ E.

Details.—The rock shown in the above position is to be expunged from the charts.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.

“ 942a, Eastern archipelago—sheet 3.

“ 2759a, Australia—northern portion.

“ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 477.

Authority.—Hydrographic Department. (H. 8263-20.)

WIRELESS INFORMATION FOR NAVIGATIONAL PURPOSES.

No. 46 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2099 of 1920), are republished:—

Notice is given that full details of all

Wireless Time Signals,

Wireless Direction Finding Stations,

Wireless Meteorological Bulletins and

Wireless Storm Warnings

throughout the world will be published in the Admiralty List of Lights, 1921 (All Parts), now in the press.

The periodical republication in a Notice to Mariners of the above information *in extenso*, which has been the practice when additions or alterations are necessary, will cease. Amendments and additions only will in future be notified by a separate Notice to Mariners, as requisite in the same manner as corrections for the List of Lights.

Note.—The notice to Mariners on W/T Navigational Warnings will still continue to be issued separately.

Authority.—Hydrographic Department. (H. 8880-20.)

PERSIAN GULF ENTRANCE—MUSANDAM PENINSULA.

Perforated Rock—Correction to charts with reference to rock northward of.

No. 47 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2110 of 1920), are republished:—

Position.—Lat. $26^{\circ} 24\frac{1}{2}'$ N., long. $56^{\circ} 22\frac{1}{2}'$ E.

Correction.—The 3-fathom rock in the above position is marked "E. D." on some copies of the charts. The note is to be altered to read "P. D."

*Charts affected.—No. 753, Entrance to the Persian gulf.
" 2837a, Persian gulf—eastern sheet.*

Publication.—Persian Gulf Pilot, 1915, page 70.

Authority.—Hydrographic Department. (H. 8523-20.)

CELEBES, SOUTH-EAST COAST—TIGER ISLANDS.

Tanah Karompa—Amended western Limit of surrounding reef; Detached reef north-westward of.

No. 48 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2111 of 1920), are republished:—

(1) Amended limit of reef:

Position.—Tanah Karompa, western end, lat. $7^{\circ} 16'$ S., long. $121^{\circ} 42'$ E.

Details.—The western limit of the reef, on the south-eastern edge of which Tanah Karompa is situated, lies 6 miles further westward than charted.

The western edge lies in a northerly and southerly direction, approximately along the meridian of longitude $121^{\circ} 29'$ E.

(2) Detached reef:

Position.—At a distance of about $1\frac{1}{4}$ miles northward from the north-western edge of the reef referred to in (1) above, and 2 miles south-eastward of Sungi Sangiang.

Lat. $7^{\circ} 09' 18''$ S., long. $121^{\circ} 28' 54''$ E.

Description.—A drying reef, about half a mile in extent.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.

" 942a, Eastern archipelago—sheet 3.

" 2759a, Australia—northern portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 321.

Authority.—Hague Notice No. 660 of 1920. (H. 2251-20.)

EASTERN ARCHIPELAGO—JAVA SEA.

Great Solombo Island (Masalembo Besir)—Non-existence of rock south-westward of.

No. 49 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2112 of 1920), are republished:—

Position.—At a distance of about 3 miles westward from the south-western point of Great Solombo island.

Lat. $5^{\circ} 35\frac{1}{2}'$ S., long. $114^{\circ} 21'$ E.

Details.—The rock with a depth of less than 6 feet, shown on the charts in the above position, does not exist and is to be expunged.

Charts affected.—No. 941b, Eastern archipelago—sheet 2.
 " 2759a, Australia—northern portion.
 " 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 184.

Authority.—Hague Notice No. 203 of 1920. (H. 1014-20).

CHINA, EAST COAST.

Yang Tse Kiang, South Channel—Wreck dispersed; Light-buoy withdrawn.

No. 50 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2114 of 1920), are re-published :—

Former Notice.—No. 474 of 1918. (*This office No. to 42 of 1918.*)

Position.—At a distance of about 2 miles northward from Kiu toan (61 feet high) beacon.

Lat. $31^{\circ} 17\frac{1}{2}'$ N., long. $121^{\circ} 44\frac{1}{4}'$ E.

Details.—The wreck of the S.S. *Poochi*, sunk in the year 1917 in the above position, has been dispersed, and the light-buoy formerly marking it withdrawn.

Remarks.—A considerable portion of the wreck remains embedded in the mud.

Note.—The wreck is to be expunged from the charts and the note “*Foul ground*” substituted.

Charts affected.—No. 1602, Approaches to the Yang tse Kiang.

“ 1199, Kue shan islands to the Yang tse Kiang.

Authority.—Shanghai Notice No. 712 of 1920. (H. 8619-20.)

INDIA.

Alteration in Time of Wireless Weather Bulletins.

No. 51 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2116 of 1920), are re-published :—

Former Notice.—No. 1879 of 1920.

The times of transmission of W-T weather bulletins, which are broadcasted twice daily from W-T stations on the Indian coast, have been altered as follows, in order to correspond with the periods of watch kept in the Indian ocean by vessels with only one operator :—

W-T Station.	Call Signal.	Time. (G.M.T.)*
Bombay	VWB
Madras	VWM } 0100, 1300
Rangoon	VTR
Calcutta	VWC
Karachi	VWK } 0130, 1330
Port Blair	VTP

*Civil mean time of the meridian of Greenwich

The transmitting station will signal the "All Station" call five times before sending the messages, in order to give vessels an opportunity of correctly adjusting their instruments.

Schedule I (col. 3) of the former Notice quoted above should be amended accordingly.

Note.—This information will appear in the Admiralty List of Lights, 1921 (All Parts).

Publications.—W.C. India Pilot, 1919, page 74; Supplement No. 1, 1920. Bay of Bengal Pilot, 1910, pages 76, 77; Supplement No. 5, 1920.

Authority.—Government of India. (H. 8593-20.)

INDIA—BAY OF BENGAL.

Calcutta—Alteration in time of wireless time-signals.

No. 52 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2117 of 1920), are re-published:—

Former Notice.—No. 316 of 1920.

The times of transmission of the W/T time-signals from Calcutta W/T station (VWC) have been altered to correspond with the periods of watch kept in the Indian ocean by vessels carrying only one operator, and these time-signals now immediately precede the W/T weather bulletin at 0130 and 1330 G.M.T. (civil mean time of the meridian of Greenwich).

Full information will be published when received.

Publication.—Bay of Bengal Pilot, 1910, page 306; Supplement No. 5, 1920.

Authority.—Government of India. (H. 8593/20.)

INDIA, WEST COAST—GOA COAST.

Marmagao breakwater light—Intended alteration in character.

No. 53 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2118 of 1920), are re-published:—

Former Notice.—No. 717 of 1920. (*This office No. 157 of 1920.*)

Date of alteration.—Shortly.

Position.—On northern extremity of breakwater eastward of Marmagao point.

Lat. $15^{\circ} 25'$ N., long. $73^{\circ} 47\frac{1}{2}'$ E.

New abridged description.—Lt. Occ., W.R.G., 51 ft., vis. 6 m.

Alteration.—The character of the light will be altered from fixed with white, red and green sectors to *occulting*, with white, red and green sectors, *every two seconds*.

Remarks.—The limits and colour of the sectors will remain unaltered.

Note.—No further Notice will be given.

Charts affected.—No. 492, Aguada to St. George islands.
" 740, Achra river to Cape Ramas.

Publication.—List of Lights, Part VI, 1920, No. 430.

Authority.—Harbour Master, Marmagao. (H. 1515/20.)

JAPAN—INLAND SEA, KURUSHIMA KAIKYO.

Shiroi Iwa—Light established.

No. 54 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2123 of 1920), are republished:—

Position.—On Shiroi iwa, the white rock 7 feet high, situated near the western shore of Kurushima kaikyo.

Lat. $34^{\circ} 06\frac{1}{4}'$ N., long. $132^{\circ} 55\frac{1}{2}'$ E.

Abridged description.—(U) Lt. Occ., Red 32 ft., vis. 9 m.

Characteristics:

Character.—Occulting red every four seconds, thus:

Light.	eclipse.
2 sec.	2 sec

Elevation.—32 feet.

Visibility.—9 miles.

Power.—80 candles.

Structure.—Red iron framework on concrete base.

Remarks.—The light is unwatched.

Charts affected.—No. 131, Kurusima no seto.

„ 83, Gogo shima to Miyo shima.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1920, No. 1957a.

Japan Pilot, 1914, page 330.

Authority.—Tokyo, Department of Communications, Notice No. 1641 of 1920. (H. 8700-20.)

INDIA—WEST COAST.

Bombay Approach—Caution with regard to fishing stakes.

No. 55 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 14M. of 1921), are republished:—

Former Notice—No. 155M. of 1920. (*This office No. 329 of 1920.*)

Position.—At a distance of about $9\frac{1}{2}$ miles 222° from Prong's Light-house.

Lat. $18^{\circ} 45\frac{1}{2}'$ N.

Long. $72^{\circ} 41'$ E.

Details.—Telegraphic information, dated 15th January 1921, has been received from the Master of S.S. *Gurna* that a group of fishing stakes exists in the above position, which stretches lengthwise in the direction of 118° towards Kundari Island.

Caution.—Mariners are warned to keep clear of these stakes, which are dangerous to navigation as they lie in the track of vessels approaching Bombay from the southward.

Charts affected.—No. 737, Arnala Island to Kundari Island.

„ 2736, Gulf of Kutch to Vizadrug.

Publication.—West Coast of India Pilot, 1919, page 224.

Authority.—The Port Officer, Bombay, dated 17th January 1921.

BAY OF BENGAL.

Caution—Danger to navigation.

No. 56 (second publication).—

Subject.—The Master of the S.S. *Gazana* reports having passed a stump of wood projecting 4 feet out of water apparently attached to a sunken weight.

Position.—Lat. $12^{\circ} 16'$ N., long. $90^{\circ} 25'$ E.

Remarks.—Mariners are hereby warned.

Chart affected.—No. 70, Bay of Bengal.

Authority.—Engineer and Harbour Master, Port Blair, telegram dated the 6th February 1921.

BAY OF BENGAL.

Caution—Report of a submerged wreckage.

No. 57 (second publication).—

Subject.—The Master of the S.S. "Surada" reports having passed a submerged wreckage in the following position.

Position.—Lat. $11^{\circ} 02'$ N., long. $88^{\circ} 31'$ E.

Caution.—Mariners are hereby warned.

Chart affected.—No. 70, Bay of Bengal.

Authority.—Shipping Officer, Port Blair, telegram dated 10th February 1921.

The 31st January 1921.

JAPAN—KUSIU, SOUTH COAST, KAGOSIMA KAIWAN.

Sakura Sima—Extension to southward; Depths in vicinity.

No. 33 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2067 of 1920), are republished:—

Position.—Sakihananadaira Δ , lat. $31^{\circ} 33\frac{1}{4}'$ N., long. $130^{\circ} 42'$ E.

Details.—The accompanying reproduction of a portion of chart No. 372 shows the necessary corrections to that chart with regard to—

- (i) The extension of the lava bed in the south-eastern part of the island and the amended depths in the vicinity.
- (ii) Shoals in the vicinity of Kani Sima and Shin Sima, to the north-eastward of Sakura Sima.
- (iii) Amended height of Shin Sima.

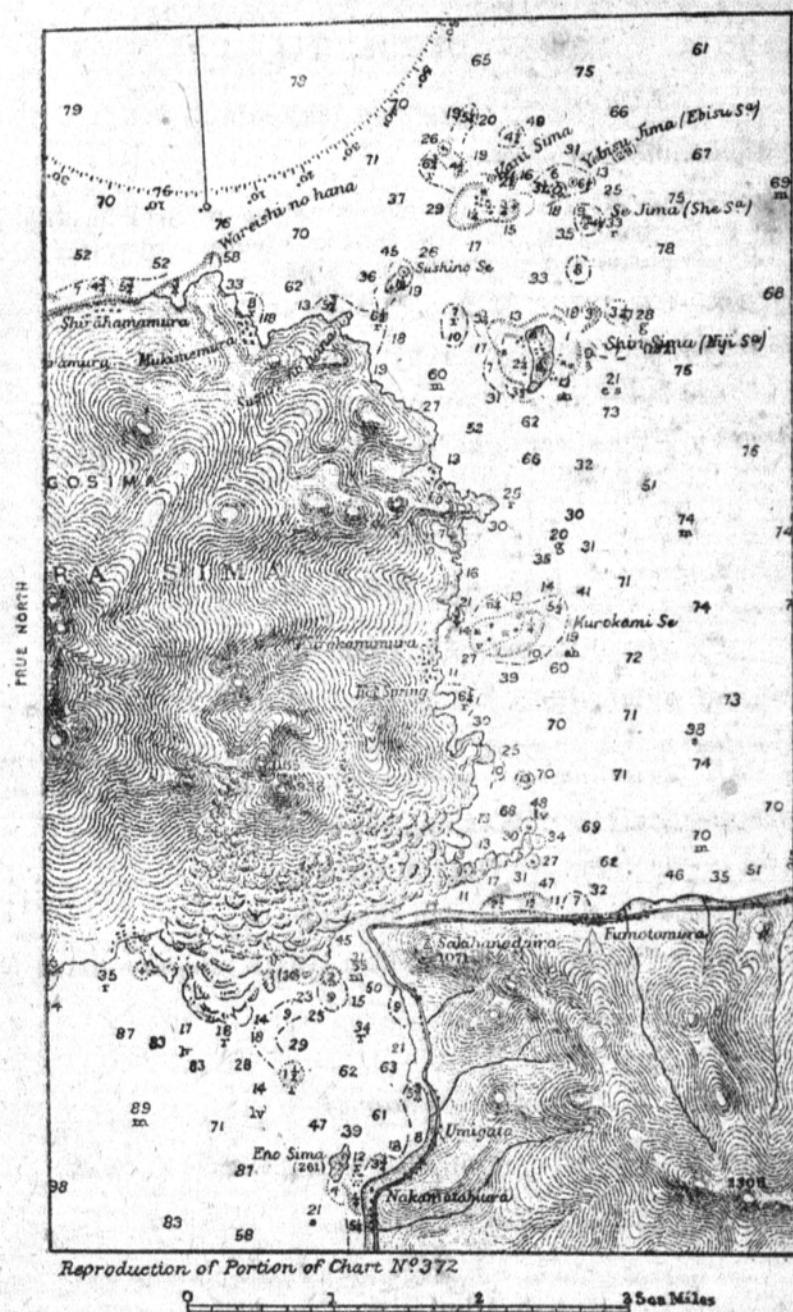
Charts affected.—No. 372, Kagoshima Kaiwan,

;; 1648, Osumi kaikyo to O Shima.

;; 358, Western coasts of Kiusiu and Honshu.

Publication.—Japan Pilot, 1914, pages 414, 415, 418; Supplement No. 4, 1920.

Authority.—Japanese Government Chart. (H. 8218-20.)



JAPAN.

Shimonoseki Kaikyo—Non-existence of Wrecks.

No. 34 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2068 of 1920), are republished:—

(a) *Position.*—In Kita suido, at a distance of about 7 cables southward of Kushi zaki.

Lat. $33^{\circ} 58\frac{1}{4}'$ N., long. $130^{\circ} 59\frac{1}{2}'$ E.

Description.—Wreck (1908).

(b) *Position.*—In Hayatomo seto, at a distance of about 2 cables southeastward of Dan no ura light.

Lat. $33^{\circ} 58\frac{1}{4}'$ N., long. $130^{\circ} 58'$ E.

Description.—Wreck (1917).

(c) *Position.*—At a distance of about $6\frac{1}{2}$ cables southward of flagstaff near Shimonoseki custom house.

Lat. $33^{\circ} 56\frac{3}{4}'$ N., long. $130^{\circ} 56\frac{1}{4}'$ E.

Description.—Wreck (1919).

(d) *Position.*—At a distance of about $1\frac{1}{4}$ cables south-eastward of Ganryu jima (41-foot) Δ

Lat. $33^{\circ} 56'$ N. long. $130^{\circ} 55\frac{3}{4}'$ E.

Description.—Wreck (1919).

(e) *Position.*—At a distance of $1\frac{1}{2}$ cables north-eastward of Deshimachi bana.

Lat. $33^{\circ} 55\frac{3}{4}'$ N., long. $130^{\circ} 55\frac{1}{2}'$ E.

Description.—Wreck (1919).

(f) *Position.*—At a distance of about $2\frac{1}{4}$ cables south-eastward of Kanenotsuru misaki.

Lat. $33^{\circ} 54\frac{1}{2}'$ N., long. $130^{\circ} 54\frac{1}{2}'$ E.

Description.—Wreck marked by buoy.

(g) *Position.*—At a distance of about 4 cables westward of Kaza zi.

Lat. $33^{\circ} 56'$ N., long. $130^{\circ} 52'$ E.

Description.—Wreck.

Charts affected.—No. 3114, Moji and Shimonoseki ko. (c), (d) and (e).

" 1578, Shimonoseki kaikyo.

" 532, Approach to Shimonoseki kaikyo.

" 3225, Shimonoseki kaikyo to Maruyama zaki.
(a), (b).

" 127, Hirado kaikyo to Shimonoseki kaikyo.
(g).

Authority.—Japanese Government Chart. (H. 5391-20.)

JAPAN—KIUSIU, NORTH-WEST COAST.

Omura Wan entrance—Buoy established.

No. 35 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2069 of 1920), are republished:—

Position.—At a distance of $1\frac{8}{10}$ miles, 47° , from Shira se lighthouse.
Lat. $33^{\circ} 06\frac{3}{4}'$ N., long. $129^{\circ} 39'$ E.

Description.—A red conical buoy painted in black and red horizontal bands.

Remarks.—This buoy marks the edge of the reef which extends westward from the shore northward of Kogo zaki.

Charts affected.—No. 2387, Io jima to Madara jima.

" 359, Nagasaki to Karatsu, with the Goto islands.

Publication.—Japan Pilot, 1914, pages 505, 508.

Authority.—Tokyo Notice No. 273 of 1920. (H. 8652-20.)

JAPAN—HONSHŪ, SOUTH COAST, ISE NO UMI.

Toga Se light-buoy—Amended position.

No. 36 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2077 of 1920), are republished:—

Position.—At a distance of about three-quarters of a mile southward from charted position, and $2\frac{1}{2}$ miles south-westward from Oni ga saki.

Lat. $34^{\circ} 52' 24''$ N., long. $136^{\circ} 47' 17''$ E.

Description.—A red can light-buoy named "Toga se," with *group flashing white* light.

Charts affected.—No. 952, Owashi wan to Atsumi wan.
,, 996, Kii suido to Tokyo.

Publication.—Japan Pilot, 1914, page 171.

Authority.—Tokyo Notice No. 278 of 1920. (H. 8656-20.)

JAPAN—KIUSIU, WEST COAST, NAGASAKI APPROACH.

Hira se—Beacon destroyed.

No. 37 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2078 of 1920), are republished:—

Position.—Lat. $32^{\circ} 43'$ N., long. $129^{\circ} 46\frac{3}{4}'$ E.

Details.—Hira se beacon, which has been destroyed and will not be replaced, is to be expunged from the charts.

Charts affected.—No. 2415, Approach to Nagasaki harbour.

,, 359, Nagasaki to Karatsu, with the Goto islands.

,, 358, Western coasts of Kiusiu and Honshu.

,, 3480, Shantung promontory to Nagasaki.

Publication.—Japan Pilot, 1914, page 462.

Authority.—Tokyo, Department of Communications, Notice No. 1615 of 1920. (H. 8698-20.)

JAPAN—GULF OF OSAKA.

Osaka breakwater lights—Alteration in characteristics.

No. 38 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2079 of 1920), are republished:—

(1) North breakwater:

Position.—On the outer end of the north breakwater,
Lat. $34^{\circ} 38\frac{1}{2}'$ N., long. $135^{\circ} 23\frac{1}{2}'$ E.

New abridged description.—(U) Lt. Occ., 36 ft., vis. 11 m.

Details.—The flashing white light has been replaced by a light having the undermentioned characteristics:—

Character.—Occulting white every four seconds, thus:

<u>Light,</u> <u>2 sec.</u>	<u>eclipse</u> <u>2 sec.</u>
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Elevation.—36 feet.

Visibility.—11 miles.

Power.—1,300 candles.

Structure.—White hexagonal iron tower, 26 feet in height.

Remarks.—The light is unwatched.

(2) South breakwater:

Position.—On the outer end of the south breakwater.

New abridged description.—Lt. Occ., Red, 36 ft., vis. 11 m. (U).

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—Occulting red every four seconds, thus:

<u>Light.</u> <u>2 sec.</u>	<u>eclipse.</u> <u>2 sec.</u>
--------------------------------	----------------------------------

Elevation.—36 feet.

Visibility.—11 miles.

Power.—520 candles.

Structure.—Red hexagonal tower, 26 feet in height.

Remarks.—The light is unwatched.

Charts affected.—No. 16, Kobe and Osaka.

„ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of lights, Part VI., 1920, Nos. 1997, 1998.

Japan Pilot, 1914, pages 274, 275.

Authority.—Tokyo, Department of Communications, Notice No. 1640 of 1920. (H. 8699-20.)

JAPAN—HONSHŪ, WEST COAST.

Oki Islands (Oki Retto)—Existence of rocks

No. 39 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2080 of 1920), are republished:—

(a) *Position*.—At a distance of about $1\frac{1}{4}$ miles westward from the western extremity of Omori island.

Lat. $36^{\circ} 07' 40''$ N., long. $133^{\circ} 07' 50''$ E.

Depth.—2 fathoms.

(b) *Position*.—At a distance of about half a mile eastward from (a).

Lat. $36^{\circ} 07' 25''$ N., long. $133^{\circ} 08' 30''$ E.

Depth.—5 fathoms.

(c) *Position*.—Off the western extremity of Matsu sima.

Lat. $36^{\circ} 05' 45''$ N., long. $133^{\circ} 08' 30''$ E.

Depth.—4 fathoms.

(d) *Position*.—Off the south-eastern side of Naka no shima.

Lat. $36^{\circ} 03' 00''$ N., long. $133^{\circ} 06' 20''$ E.

Depth.—9 fathoms.

Charts affected.—No. 1495, Aburatani bay to Ando zaki.

„ 2347, Honshu, Kiusiu and Shikoku, etc. (a).

Publication.—Japan Pilot, 1914, page 607.

Authority.—Tokyo Notice No. 269 of 1920. (H. 8651-20.)

JAVA, NORTH COAST.

Semarang Bay—Non-existence of reported shoal

No. 40 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2088 of 1920), are republished:—

Position.—At a distance of $2\frac{1}{4}$ miles, 14° , from Semarang lighthouse.

Lat. $6^{\circ} 55'$ S., long. $110^{\circ} 24\frac{1}{4}'$ E.

Description.—A 3-fathom shoal, marked “*Repd. (1919)*” on charts.

Note.—The shoal is to be expunged from the charts.

Charts affected.—No. 932, Plan of Semarang bay.

„ 1653, Island of Java—western portion.

Publication.—Eastern Archipelago Pilot, Part II. 1913, page 117: Supplement No. 4, 1919.

Authority.—Netherlands Government Chart. (H. 8450-20.)

INDIA—WEST COAST.

Bombay Approach—Derelict reported.

No. 4¹ (third publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 9M. of 1921), are republished:—

Date sighted. 12th January 1921.

Position.—Lat. $18^{\circ} 07'$ N., long. $72^{\circ} 50\frac{1}{2}'$ E.

Details.—The Master of SS. "Nirvana" reports having passed a derelict of a fishing boat in 22 fathoms of water, shewing white flag on pole, mast in water, secured astern.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Vizianagaram.

„ 826, Karachi to Vengurla.

„ 1012, Arabian Sea.

Authority.—The Port Officer, Bombay, dated 13th January 1921.

AUSTRALIA—SOUTH COAST—SPENCER GULF.

Wardang Island light—Amendment to Notice No. 19 of 1921 re position of light.

No. 42 (third publication).—

Subject.—The undermentioned position is to be substituted for that given in Notice to Mariners No. 19 of 1921.

Position.—On the summit of Wardang Island (107 ft.), at a distance of $6\frac{1}{2}$ cables, 325° (N. 40° W. Mag.), from the position shown on chart No. 752.

Lat. $34^{\circ} 30'$ S.; Long. $137^{\circ} 21'$ E.

Variation.— 5° E.

Charts affected.—No. 752, Port Victoria.

„ 2389, St. Vincent and Spencer Gulfs.

Authority.—Melbourne Notice No. 27 of 1920.

BAY OF BENGAL—CHITTAGONG COAST.

South Patches light-vessel "Sarsuti"—Replaced in position.

No. 43-I (third publication).—

Former Notice.—No. 366-I. of 1920.

Subject.—The South Patches light-vessel "Sarsuti" will be replaced in position on the 7th February 1921.

Position.—Lat. $21^{\circ} 29'$ N., long. $91^{\circ} 37'$ E.

Charts affected.—No. 829, Cocanada to Bassein river.

„ 859, Matla river to Elephant Point.

Publications.—List of lights, Part VI, 1920, No. 630.

Bay of Bengal Pilot, 1910, page 329.

Authority.—Port Officer, Chittagong, Notice dated 27th January 1921.

W. K THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.



The Calcutta Gazette

WEDNESDAY, MARCH 2, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

C. B. BAYLEY,
*Deputy Secretary
to the Government of Bengal.*

CALCUTTA, the 19th February 1921.

BRITISH POSSESSIONS.

Caution when approaching British Ports.

No. 59 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1 of 1921), are republished:—

PART I.

Closing of Ports.

Former Notice.—No. 1 of 1920 (*This Office No. 43 of 1920*); hereby cancelled.

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports of the Empire, this is to give Notice that on approaching the shores of the United Kingdom, or any of the ports or localities of the British Empire, a sharp look-out should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (5), Part II of this Notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited, three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II of this Notice.

If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination vessel or signal station.

(3) At some ports or localities at home or abroad, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

PART II.

Examination Service.

(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter ports or localities at home or abroad.

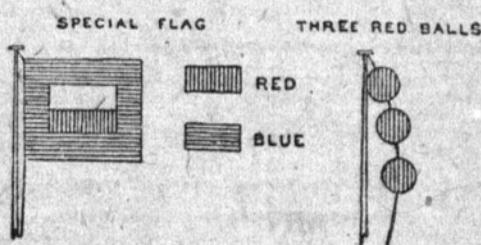
(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the port and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In approaching by night any British port in the United Kingdom or abroad, serious delay and risk will be avoided if four efficient all round lanterns, two *red* and two *white*, are kept available for use.

(7) **By day** the distinguishing flag of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border).

Also, three red vertical balls if the port is closed.



Usually the Examination Steamers will fly the blue ensign, but at certain ports they will fly the white ensign.

By night the steamer will carry:—

- (a) Three *red* vertical lights if the port is closed.
- (b) Three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the signal letters of their vessel ready to hoist immediately the Examination Steamer makes the signal "What ship is that?"

(9) Masters are warned that, before attempting to enter any port when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer.

Whilst at anchor in the Examination Anchorage, Masters are warned that it is forbidden, except for the purpose of avoiding accident, to do any of the following things, without permission from the Examination Officer:—

- To lower any boat.
- To communicate with the shore or with other ships.
- To move the ship.
- To work cables.
- To allow any person or thing to leave the ship.

(10) In case of fog, Masters are enjoined to use the utmost care, and the port should be approached with caution.

(11) When the Examination Service is in force merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night; the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

PART III.

Mine-sweeping operations.

H.M. Vessels engaged in mine-sweeping operations or exercises are hampered to a considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned. For the public safety all other vessels, whether steamers or sailing craft, should endeavour to keep out of the way of vessels flying these signals and not approach them inside the distances mentioned herein, specially remembering that it is dangerous to pass between the vessels of a pair or group sweeping together.

1. SIGNALS THAT WILL BE SHOWN BY DAY.

(a) By vessels working singly:

A black ball at the foremast head, and a similar ball at each yardarm or where they can best be seen.

Vessels showing this signal should not be approached nearer than 900 yards (822^m9).

(b) By vessels working in pairs or groups:

A black ball at the foremast head, and a similar ball at the yardarm or where it can best be seen, on that side on which it is dangerous to pass.

Vessels should not pass within a distance of 400 yards (365^m8) astern of a pair or group of sweepers, or when more than one pair or group are working in company within a distance of 400 yards (365^m8) astern of the rear pair or group. They should on no account attempt to pass between pairs or groups working in company.

2. SIGNALS THAT WILL BE SHOWN BY NIGHT.

As for day, except that all-round green lights will be used in a similar manner to and in place of the black ball.

Note.

This Notice is a revision of Notice No. 1 of 1920. (This office No. 43 of 1920.)

Authority—The Lords Commissioners of the Admiralty. (H. 8326-20.)

JAPAN.

Bayonnaise Island—Obstruction eastward of.

No. 60 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 9 of 1921), are republished:—

Position.—At a distance of about 32 miles eastward from Bayonnaise island.

Lat. $31^{\circ} 53' 00''$ N., long. $140^{\circ} 31' 30''$ E.

Details.—Not stated.

Note.—The above position is to be encircled by a danger line on the charts and marked with the note “*E.D. (1920)*.”

Charts affected.—No. 2347, Honshu, Kiusiu and Shikoku, &c.
“ 781, Pacific ocean—north-west sheet.
“ 2459, North-west Pacific ocean, &c.
“ 2683, Pacific ocean.
“ 2483, Atlantic and Indian oceans, &c.

Publication.—Japan Pilot, 1914, page 216.

Authority.—Japanese Government Chart. (H. 5341-20.)

AIRCRAFT.

Information with regard to distress signals by day and night.

No. 61 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 11 of 1921), are republished:—

Former Notice.—No. 885 of 1920.

Mariners and others are notified that when any aircraft is in distress and requires assistance, the following shall be the signals displayed by her either together or separately:—

- I. The International Signal ‘S.O.S.’ by means of Visual or Wireless Telegraphy.
- II. The International Code Signal of Distress indicated by N. C.
- III. The Distant Signal consisting of a square flag having above or below it a ball or anything resembling a ball.
- IV. A continuous sounding with any sound apparatus.
- V. A signal consisting of a succession of White Very’s lights fired at short intervals.

Note.—The above signals are subject to such modification as shall be published from time to time.

Remarks.—This notice is a republication of the former Notice quoted above.

Authority.—Air Ministry. (H. 8332-20.)

JAPAN—KIUSSIU, WEST COAST.

Goto Islands—Amendments to charts with regard to shoals.

No. 62 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 14 of 1921), are republished:—

Position.—Tsubashi hana, lat. $32^{\circ} 34'$ N., long. $128^{\circ} 46'$ E. (*approx.*)

Details.—Amendments to the charts with regard to shoals off the southern coasts of Fukai and Wakamatsu, embodying the latest information, are shown on the accompanying reproduction of portions of chart No. 359.

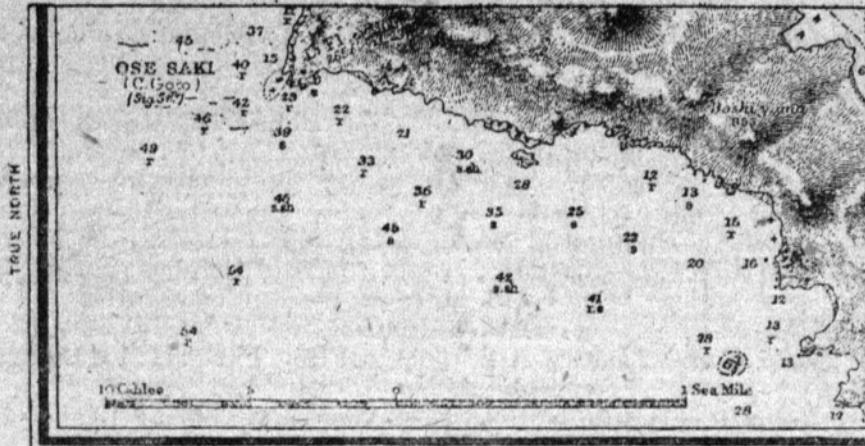
Charts affected.—No. 359, Nagasaki to Karatsu, &c., with plan.

“ 358, Western coasts of Kiusiu and Honshu.

“ 104, Korean archipelago—southern portion.

Publication.—Japan Pilot, 1914, pages 481, 485, 495.

Authority.—Japanese Government Chart. (H. 8220-20.)



Reproduction of Portions of Chart N°359.



JAVA, NORTH COAST.

Surabaya Strait—Light-buoy withdrawn.

No. 63 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 39 of 1921), are republished:—

Position.—In West gat, at a distance of about 9 cables north-westward from Cape Piring lighthouse.

Lat. $7^{\circ} 01'$ S., long. $112^{\circ} 40'$ E.

Details.—The light-buoy painted black, with occulting white light, has been withdrawn, and the passage is now safe for traffic.

Note.—The note "Passage prohibited E. of this buoy" is to be expunged from the chart.

Chart affected.—No. 934, Surabaya strait.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 135;
Supplement No. 4, 1919.

Authority.—Hague Notice No. 2630 of 1920. (H. 9068-20.)

EASTERN ARCHIPELAGO—CELEBES SEA.

*Talaute (Sangi) and Karkaralony (Kawio) Islands—
Amendment to charts with regard to reefs.*

No. 64 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 45 of 1921), are republished:—

Position.—Buang island, lat. $3^{\circ} 53' N.$, long. $125^{\circ} 46' E.$ (*approx.*)

Details.—The accompanying reproduction of portions of charts Nos. 2575 and 943 show the necessary corrections to those charts with regard to reefs in the vicinity of Buang and Mamanuk (Anda) islands.

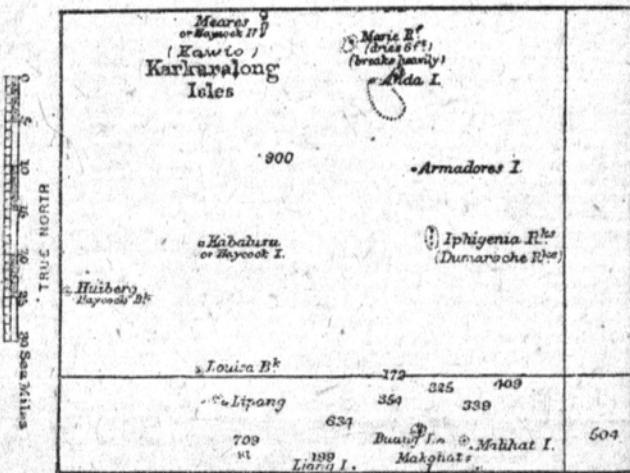
Charts affected.—No. 2575, Eastern part of Celebes sea.

 943, Molucca passage to Manila.

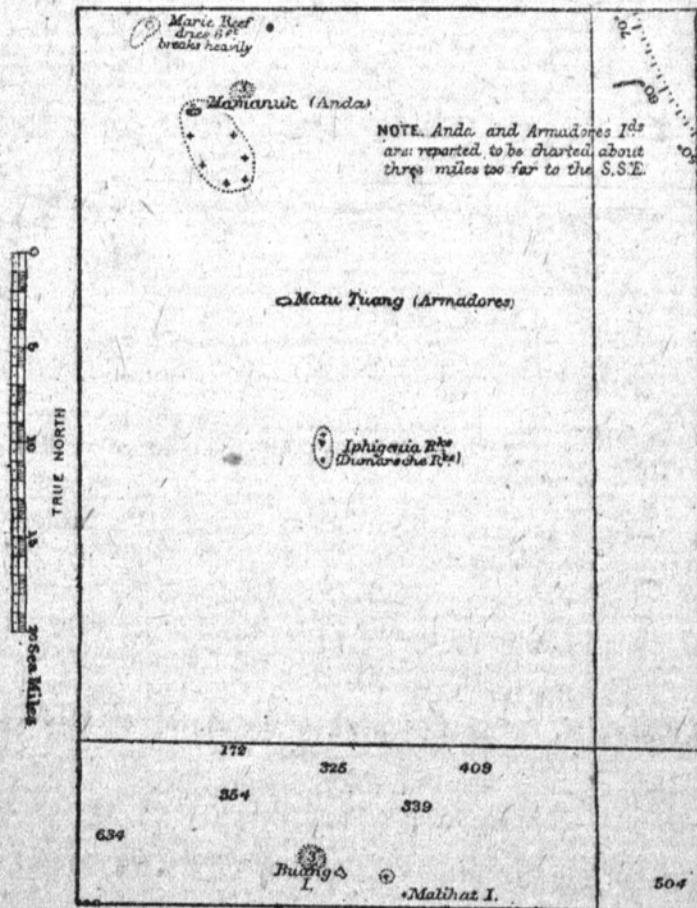
 " 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part III, 1911, pages 26, 31; Supplement No. 5, 1920.

Authority.—Hague Notices Nos. 2355 and 2367 of 1920. (H. 8257 & 8262-20.)



Reproduction of portion of Chart No. 943.



Reproduction of Portion of Chart No. 2575

CHINA, EAST COAST.

Kyau Chau Bay entrance—Existence of wreck; Alteration in position of light-buoy; Caution regarding buoyage.

No. 65 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 48 of 1921), are republished:—

(1) Wreck:

Position.—At a distance of 1·26 miles, 295° , from Yu-nui-san lighthouse.

Lat. $36^{\circ} 03'$ N., long. $120^{\circ} 15'$ E. (*approx.*).

Description.—Sunken wreck of a vessel.

(2) Alteration in position of light-buoy:

Former Notice.—No. 1293 of 1920. (*This office No. 277 of 1920.*)

New position.—At a distance of about half a cable south-eastward from former position and 2 cables, 314° , from Horse Shoe light-beacon.

Lat. $36^{\circ} 05'$ N., long. $120^{\circ} 17'$ E. (*approx.*).

Description.—No. 6 red conical light-buoy with flashing white light.

(3) Caution regarding buoyage:

Caution.—The following cautionary note is to be placed on chart No. 857 under the note regarding beacons for compass adjustment:—

“CAUTION.”

“*Buoys in Tsing tau harbour must not be depended on. With the exception of No. 6 all buoys in Kyau Chau bay and at the entrance are withdrawn when block ice forms.*”

Chart affected.—No. 857, Kyau chau bay,

Publication.—China Sea Pilot, Vol. V, 1912, pages 417, 418; Supplement No. 5, 1920.

Authority.—Tokyo Notice No. 215 of 1920. (H. 8076-20.)

RED SEA—EASTERN SHORE.

Loheiya—Buoys disappeared.

No. 66 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 52 of 1921), are republished:—

(a) *Position*.—At a distance of about 4 miles south-westward from Hill fort.

Lat. $15^{\circ} 39'$ N., long. $42^{\circ} 38'$ E. (*approx.*).

Description.—A red conical buoy with black triangular top-mark.

(b) *Position*.—On the eastern side of the channel, at a distance of about 6 cables eastward from (a).

Description.—A white conical buoy.

Remarks.—The above buoys have disappeared and are to be expunged from the charts.

Charts affected.—No. 8d, Plan of Loheiya.

“ 143, Jebel Teir to Perim island.

Publication.—Red Sea, etc., Pilot, 1909, page 359.

Authority.—H.M.S. Clematis, Hyd. Note No. 1 of 1920. (H. 8991-20.)

JAPAN—HOKUSHŪ.

*Otaru Ko—Light established; Alteration in characteristics of light;
Light-buoy withdrawn.*

No. 67 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 58 of 1921), are republished:—

(1) Light established:

Position.—At the southern extremity of the North breakwater.
Lat. $43^{\circ} 12' 11''$ N., long. $141^{\circ} 01' 18''$ E., on chart No. 993.

Abridged description.—Lt. Occ., Red, ev. 6 sec., 48 ft. vis. 9 m. (U).

Characteristics:

Character.—Occulting red every six seconds, thus:

Light,	eclipse.
3 sec.	3 sec.

Elevation.—48 feet (14^m 6).

Visibility.—9 miles.

Power.—Under 100 candles.

Structure.—Red circular concrete tower, 41 feet (12^m 5) in height.

Remarks.—The light is unwatched.

Note.—The light-buoy with fixed white light, formerly marking the end of the North breakwater, has been withdrawn.

(2) Alteration in characteristics of light:

Position.—On the northern extremity of the South breakwater.

New abridged description.—Lt. Occ., Gn., ev. 6 sec., 48 ft. vis. 9 m. (U).

Details.—The fixed green light has been replaced by a light having the undermentioned characteristics:—

Character.—Occulting green every six seconds, thus:

Light,	eclipse.
3 sec.	3 sec.

Elevation.—48 feet (14^m 6).

Visibility.—9 miles.

Power.—Under 100 candles.

Structure.—White circular concrete tower, 41 feet (12^m 5) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 993, Plan of Otaru ko.

,, 2981, Eurubira wan to Aikappu misaki.

,, 452, Hokushū island.

Publications.—List of Lights, Part VI, 1920, Nos. 2130 and 2131.

Japan Pilot, 1914, page 696; Supplement No. 4, 1920.

Authority.—Tokyo, Department of Communications, Notice No. 1707 of 1920. (H. 9103-20.)

The 16th February 1921.

INDIA—WEST COAST.

Kasaragode—Derelict reported south-westward of.

No. 58 (*second publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 18M. of 1921), are republished :—

Date sighted, 23rd January 1921.

Position.—Lat. $14^{\circ} 10'$ N.

Long. $74^{\circ} 25'$ E.

Details.—The Master of S.S. "Indravati" reports having seen a derelict of a country craft, drifting between Honawar and Modeshwar.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 744, Cape Ramas to Alvagudda.

" 827, Vengurla to Cape Comorin.

" 826, Karachi to Vengurla.

" 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 1st February 1921.

The 10th February 1921.

CELEBES, SOUTH COAST—BUTON STRAIT, SOUTH ENTRANCE.

Buton Approach—Rock to be inserted on charts.

No. 44 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2097 of 1920), are republished :—

Position (approximate).—At a distance of about one mile eastward from the northern end of North island (Kada Tua).

Lat. $5^{\circ} 30' 45''$ S., long. $122^{\circ} 32'' 40''$ E.

Description.—A rock with a depth of less than 6 feet.

Remarks.—This rock is already shown on charts Nos. 3616 and 942a.

Charts affected.—No. 3470, Buton strait.

" 2759a, Australia—northern portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 471.

Authority.—Hydrographic Department. (H. 8291-20.)

CELEBES, SOUTH-EAST COAST—WANGI WANGI ISLAND.

Reitz Rock—To be removed from the charts.

No. 45 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2098 of 1920), are republished :—

Position.—At a distance of about 3 miles north-eastward from Wangi Wangi lighthouse.

Lat. $5^{\circ} 12'$ S., long. $123^{\circ} 34'$ E.

Details.—The rock shown in the above position is to be expunged from the charts.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.
,, 942a, Eastern archipelago—sheet 3.
,, 2759a, Australia—northern portion.
,, 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 477.

Authority.—Hydrographic Department. (H. 8263-20.)

WIRELESS INFORMATION FOR NAVIGATIONAL PURPOSES.

No. 46 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2099 of 1920), are republished:—

Notice is given that full details of all

Wireless Time Signals,
Wireless Direction Finding Stations,
Wireless Meteorological Bulletins and
Wireless Storm Warnings

throughout the world will be published in the Admiralty List of Lights, 1921 (All Parts), now in the press.

The periodical republication in a Notice to Mariners of the above information *in extenso*, which has been the practice when additions or alterations are necessary, will cease. Amendments and additions only will in future be notified by a separate Notice to Mariners, as requisite in the same manner as corrections for the List of Lights.

Note.—The notice to Mariners on W/T Navigational Warnings will still continue to be issued separately.

Authority.—Hydrographic Department. (H. 8880-20.)

PERSIAN GULF ENTRANCE—MUSANDAM PENINSULA.

Perforated Rock—Correction to charts with reference to rock northward of.

No. 47 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2110 of 1920), are republished:—

Position.—Lat. $26^{\circ} 24\frac{1}{2}'$ N., long. $56^{\circ} 22\frac{1}{2}'$ E.

Correction.—The 3-fathom rock in the above position is marked “E. D.” on some copies of the charts. The note is to be altered to read “P. D.”

Charts affected.—No. 753, Entrance to the Persian gulf.
,, 2837a, Persian gulf—eastern sheet.

Publication.—Persian Gulf Pilot, 1915, page 70.

Authority.—Hydrographic Department. (H. 8523-20.)

CELEBES, SOUTH-EAST COAST—TIGER ISLANDS.

Tanah Karompa—Amended western Limit of surrounding reef; Detached reef north-westward of.

No. 48 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2111 of 1920), are republished:—

(1) Amended limit of reef:

Position.—Tanah Karompa, western end, lat. $7^{\circ} 16'$ S., long. $121^{\circ} 42'$ E.

Details.—The western limit of the reef, on the south-eastern edge of which Tanah Karompa is situated, lies 6 miles further westward than charted.

The western edge lies in a northerly and southerly direction, approximately along the meridian of longitude $121^{\circ} 29' E.$

(2) Detached reef:

Position.—At a distance of about $1\frac{1}{2}$ miles northward from the north-western edge of the reef referred to in (1) above, and 2 miles south-eastward of Sungi Sangiang.

Lat. $7^{\circ} 09' 18'' S.$, long. $121^{\circ} 28' 54'' E.$

Description.—A drying reef, about half a mile in extent.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.

" 942a, Eastern archipelago—sheet 3.

" 2759a, Australia—northern portion.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 321.

Authority.—Hague Notice No. 660 of 1920. (H. 2251-20.)

EASTERN ARCHIPELAGO—JAVA SEA.

Great Solombo Island (Masalembo Besir)—Non-existence of rock south-westward of.

No. 49 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2112 of 1920), are republished.—

Position.—At a distance of about 3 miles westward from the south-western point of Great Solombo island.

Lat. $5^{\circ} 35\frac{1}{2}' S.$, long. $114^{\circ} 21' E.$

Details.—The rock with a depth of less than 6 feet, shown on the charts in the above position, does not exist and is to be expunged.

Charts affected.—No. 941b, Eastern archipelago—sheet 2.

" 2759a, Australia—northern portion.

" 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 184.

Authority.—Hague Notice No. 203 of 1920. (H. 1014-20).

CHINA, EAST COAST.

Yang Tse Kiang, South Channel—Wreck dispersed; Light-buoy withdrawn.

No. 50 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2114 of 1920), are republished:—

Former Notice.—No. 474 of 1918. (This office No. to 42 of 1918.)

Position.—At a distance of about 2 miles northward from Kiu toan (61 feet high) beacon.

Lat. $31^{\circ} 17\frac{1}{2}' N.$, long. $121^{\circ} 44\frac{1}{4}' E.$

Details.—The wreck of the S.S. *Poochi*, sunk in the year 1917 in the above position, has been dispersed, and the light-buoy formerly marking it withdrawn.

Remarks.—A considerable portion of the wreck remains embedded in the mud.

Note.—The wreck is to be expunged from the charts and the note
“Foul ground” substituted.

Charts affected.—No. 1602, Approaches to the Yang tse Kiang.
,, 1199, Kue shan islands to the Yang tse Kiang.

Authority.—Shanghai Notice No. 712 of 1920. (H. 8619-20.)

INDIA.

Alteration in Time of Wireless Weather Bulletins.

No. 51 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2116 of 1920), are re-published :—

Former Notice.—No. 1879 of 1920.

The times of transmission of W-T weather bulletins, which are broadcasted twice daily from W-T stations on the Indian coast, have been altered as follows, in order to correspond with the periods of watch kept in the Indian ocean by vessels with only one operator :—

W-T Station.	Call Signal.	Time.
Bombay	... VWB	0100, 1300
Madras	... VWM	
Rangoon	... VTR	
Calcutta	... VWC	
Karachi	... VWK	0130, 1330
Port Blair	... VTP	

*Civil mean time of the meridian of Greenwich

The transmitting station will signal the “All Station” call five times before sending the messages, in order to give vessels an opportunity of correctly adjusting their instruments.

Schedule I (col. 3) of the former Notice quoted above should be amended accordingly.

Note.—This information will appear in the Admiralty List of Lights, 1921 (All Parts).

Publications.—W.C. India Pilot, 1919, page 74; Supplement No. 1, 1920. Bay of Bengal Pilot, 1910, pages 76, 77; Supplement No. 5, 1920.

Authority.—Government of India. (H. 8593-20.)

INDIA—BAY OF BENGAL.

Calcutta—Alteration in time of wireless time-signals.

No. 52 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2117 of 1920), are re-published :—

Former Notice.—No. 316 of 1920.

The times of transmission of the W/T time-signals from Calcutta W/T station (VWC) have been altered to correspond with the periods of watch kept in the Indian ocean by vessels carrying only one operator, and these time-signals now immediately precede the W/T weather bulletin at 0130 and 1330 G.M.T. (civil mean time of the meridian of Greenwich).

Full information will be published when received.

Publication.—Bay of Bengal Pilot, 1910, page 306; Supplement No. 5, 1920.

Authority.—Government of India. (H. 8593/20.)

INDIA, WEST COAST—GOA COAST.

Marmagao breakwater light—Intended alteration in character.

No. 53 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2118 of 1920), are republished:—

Former Notice.—No. 717 of 1920. (*This office No. 157 of 1920.*)

Date of alteration.—Shortly.

Position.—On northern extremity of breakwater eastward of Marmagao point.

Lat. $15^{\circ} 25'$ N., long. $73^{\circ} 47\frac{1}{2}'$ E.

New abridged description.—Lt. Occ., W.R.G., 51 ft., vis. 6 m.

Alteration.—The character of the light will be altered from fixed with white, red and green sectors to occulting, with white, red and green sectors, every two seconds.

Remarks.—The limits and colour of the sectors will remain unaltered.

Note.—No further Notice will be given.

Charts affected.—No. 492, Aguada to St. George islands.

“ 740, Achra river to Cape Ramas.

Publication.—List of Lights, Part VI, 1920, No. 430.

Authority.—Harbour Master, Marmagao. (H. 1515/20.)

JAPAN—INLAND SEA, KURUSHIMA KAIKYO.

Shiroi Iwa—Light established.

No. 54 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 2123 of 1920), are republished:—

Position.—On Shiroi iwa, the white rock 7 feet high, situated near the western shore of Kurushima kaikyo.

Lat. $34^{\circ} 06\frac{1}{4}'$ N., long. $132^{\circ} 55\frac{1}{2}'$ E.

Abridged description.—(U) Lt. Occ., Red 32 ft., vis. 9 m.

Characteristics:

Character.—Occulting red every four seconds, thus:

Light.	eclipse.
2 sec.	2 sec.

Elevation.—32 feet.

Visibility.—9 miles.

Power.—80 candles.

Structure.—Red iron framework on concrete base.

Remarks.—The light is unwatched.

Charts affected.—No. 131, Kurusima no seto.

“ 83, Gogo shima to Miyo shima.

“ 2875, Naikai (Seto uchi) or Inland sea.

Publications.—List of Lights, Part VI, 1920, No. 1957a.

Japan Pilot, 1914, page 330.

Authority.—Tokyo, Department of Communications, Notice No. 1641 of 1920. (H. 8700-20.)

INDIA—WEST COAST.

Bombay Approach—Caution with regard to fishing stakes.

No. 55 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 14M. of 1921), are republished:—

Former Notice—No. 155M. of 1920. (*This office No. 329 of 1920.*)

Position.—At a distance of about $9\frac{1}{2}$ miles 222° from Prong's Lighthouse.

Lat. $18^{\circ} 45\frac{1}{2}'$ N.

Long. $72^{\circ} 41'$ E.

Details.—Telegraphic information, dated 15th January 1921, has been received from the Master of S.S. *Gurna* that a group of fishing stakes exists in the above position, which stretches lengthwise in the direction of 118° towards Kundari Island.

Caution.—Mariners are warned to keep clear of these stakes, which are dangerous to navigation as they lie in the track of vessels approaching Bombay from the southward.

Charts affected.—No. 737, Arnala Island to Kundari Island.

,, 2736, Gulf of Kutch to Vizianagaram.

Publication.—West Coast of India Pilot, 1919, page 224.

Authority.—The Port Officer, Bombay, dated 17th January 1921.

BAY OF BENGAL.

Caution—Danger to navigation.

No. 56 (*third publication*).—

Subject.—The Master of the S.S. *Gazana* reports having passed a stump of wood projecting 4 feet out of water apparently attached to a sunken weight.

Position.—Lat. $12^{\circ} 16'$ N., long. $90^{\circ} 25'$ E.

Remarks.—Mariners are hereby warned.

Chart affected.—No. 70, Bay of Bengal.

Authority.—Engineer and Harbour Master, Port Blair, telegram dated the 6th February 1921.

BAY OF BENGAL.

Caution—Report of a submerged wreckage.

No. 57 (*third publication*).—

Subject.—The Master of the S.S. "Surada" reports having passed a submerged wreckage in the following position.

Position.—Lat. $11^{\circ} 02'$ N., long. $88^{\circ} 31'$ E.

Caution.—Mariners are hereby warned.

Chart affected.—No. 70, Bay of Bengal.

Authority.—Shipping Officer, Port Blair, telegram dated 10th February 1921.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer, Calcutta.



The Calcutta Gazette

WEDNESDAY, MARCH 9, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,

*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 28th February 1921.

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

*Palau (Pelew) Islands—Amendments to chart No. 980 with regard to reefs;
Information respecting position.*

No. 68 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 81 of 1921), are republished:—

Position on chart.—Gorör road, lat. $7^{\circ} 15' N.$, long. $134^{\circ} 30' E$ (*posn. approx.*).

Details.—Amendments to chart No. 980 showing extension of the coral reef on the western side of the Palau (Pelew) group, are shown on the accompanying reproduction of a portion of that chart.

The following note with regard to the position of these islands is to be inserted on the chart:—

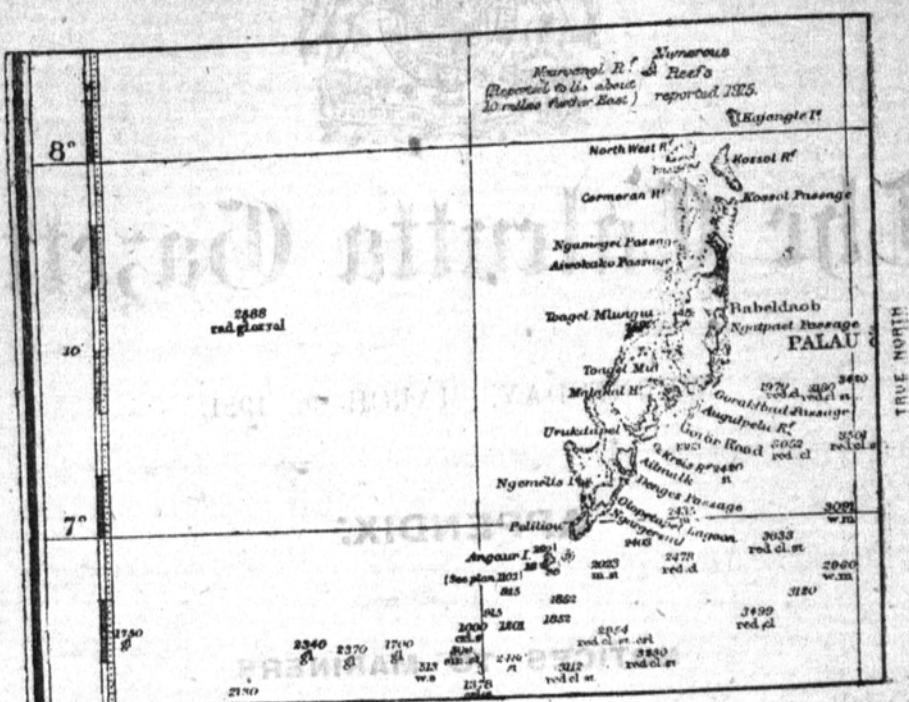
The latest determinations place the Palau islands two miles further west than shown on this chart.

Note.—The foregoing information is already shown on the plan of the Palau (Pelew) islands on the latest edition of chart No. 1103.

Chart affected.—No. 980. Coroline islands.

Publication.—Pacific Islands Pilot, Vol. I, 1908, pages 418, 419.

Authority.—Hydrographic Department. (H. 8108-20.)



Reproduction of Portion of Chart No. 980.

INDIA, SOUTH COAST.

Cape Comorin—Reported shoal and discoloured water southward of, to be expunged from charts.

No. 69 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 86 of 1921), are republished:—

Former Notice.—Calcutta Notice No. 236 of 1920.

Position on charts.—(a) Shoal: At a distance of about 48 miles southward of Wadge bank.

Lat. $6^{\circ} 52'$ N., long. $77^{\circ} 12'$ E. (approx.).

(b) Discoloured water: At a distance of about 5 miles westward of (a).

Lat. $6^{\circ} 52'$ N., long. $77^{\circ} 07'$ E. (approx.).

Details.—A careful search of this neighbourhood has failed to reveal any trace of the existence of the shoal and discoloured water reported in the above positions in the year 1920. The foregoing therefore are to be expunged from the charts.

Charts affected.—No. 827, Vengurla to Cape Comorin.

“ 828, Cape Comorin to Cocanada.

“ 70, Bay of Bengal.

“ 748b, Indian ocean—northern portion.

Publication.—W. C. India Pilot, 1919, page 123; Supplement No. 1, 1920.

Authority.—H. M. Surveying Vessel *Merlin*. (H. 7976-20.)

BORNEO, EAST COAST.

Pamukan Bay—Light-buoy established.

No. 70 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 106 of 1921), are republished:—

Position.—At a distance of 4·70 miles, 127° from the south-western extremity of Merah point, on chart No. 2637.

Lat. $2^{\circ} 37' S.$, long. $116^{\circ} 32' E.$ (*approx.*).

Description.—A light-buoy painted black, exhibiting a *fixed white* light.

Charts affected.—No. 2637, South part of the Strait of Makassar.
„ 941b, Eastern archipelago—sheet 2.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 354.

Authority.—Hague Notice No. 2776 of 1920. (*H. 66-21.*)

BORNEO, EAST COAST—KURAN (BERAU) RIVER ENTRANCE.

Muara Pantai—Light-buoy established in place of buoy.

No. 71 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 107 of 1921), are republished:—

Position.—In the position hitherto occupied by Muara Pantai black conical fairway buoy with ball topmark, which has been withdrawn.

Lat. $1^{\circ} 57' N.$, long. $118^{\circ} 05' E.$ (*approx.*).

Description.—A light-buoy painted black, exhibiting an *occulting white* light *every twenty seconds*, thus:

Light,	eclipse.
10 sec.	10 sec.

Charts affected.—No. 2636, North part of the Strait of Makassar.
„ 2660b, China sea, southern portion—eastern sheet.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 431.

Authority.—Hague Notice No. 2778 of 1920. (*H. 67-21.*)

SUMATRA, WEST COAST.

Benkulen Road—Existence of shoals.

No. 72 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 108 of 1921), are republished:—

(a) *Position.*—At a distance of $8\frac{1}{2}$ cables, 265° , from the tower of Fort Marlborough at Benkulen.

Benkulen, lat. $3^{\circ} 47' S.$, long. $102^{\circ} 15' E.$ (*approx.*).

Depth.— $2\frac{1}{2}$ fathoms (4^m6).

(b) *Position.*—Southward of Gusong Lampuyang, and at a distance of 4 miles 6 cables, 181° , from the tower referred to above.

Depth.— $4\frac{1}{2}$ fathoms (8^m2).

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda, (b) with plan.

Publication.—China Sea Pilot, Vol. I, 1916, pages 395, 396.

Authority.—Netherlands Government Chart. (H. 9221-20).

NEW GUINEA (PAPUA), SOUTH COAST.

Port Moresby—Alterations in leading lights and beacons.

No. 73 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 114 of 1921), are republished:—

Position.—354-foot hill on Bogirohodobi (Paga) point, lat. $9^{\circ} 29' S.$, long. $147^{\circ} 09' E.$ (*approx.*).

(1) Leading lights established:

(i) Basilisk passage leading lights:

(a) Front light:

Position.—Near Yupukuri mission station, at a distance of 2·56 miles, 115° , from Bogirohodobi 354-foot summit.

Abridged description.—Lt. F., vis. 12 m. (P.A.)

Characteristics:

Character.—*Fixed white.*

Elevation.—123 feet (37^m5).

Visibility.—12 miles.

Structure.—A beacon.

(b) Rear light:

Position.—At a distance of about 2·40 cables, 054° , from front light.

Abridged description.—Lt. F., Red, vis. 12 m. (P.A.).

Characteristics:

Character.—*Fixed red.*

Elevation.—219 feet (66^m7).

Visibility.—12 miles.

Structure.—A beacon.

Remarks.—These lights in line bearing 054° lead through Basilisk passage clear of Lark patch.

(ii) Port Moresby harbour leading lights:

(a) Front light:

Position.—On the shore eastward of Tatana island, at a distance of 2·68 miles, 347° , from Bogirohodobi 354-foot Δ , and 083° from Tatana 413-foot Δ .

Abridged description.—Lt. F., Red, 25 ft. (*posn. approx.*).

Characteristics:

Character.—*Fixed red.*

Elevation.—25 feet (7^m6).

Structure.—A beacon

(b) Rear light :

Position.—At a distance of 1·50 cables, 354°, from front light.

Abridged description.—I.t. F., 58 ft. (*posn. approx.*).

Characteristics:

Character.—*Fixed white.*

Elevation.—58 feet (17^m7).

Structure.—A beacon.

Remarks.—These lights are in line when bearing 354°.

(2) Leading beacons discontinued :

Position.—In Walter bay, at a distance of about 1½ miles eastward from Bogirohodobi point.

Details.—The two white beacons, hitherto forming the leading line through Basilisk passage, have been discontinued and are to be expunged from the charts.

(3) Lights established.

Positions.—(a) On a beacon marking the southern edge of Logolu motu motu, situated at a distance of 3·80 cables, 320°, from Bogirohodobi ▲.

(b) On the beacon which marks the northern extremity of Logolu motu motu, at a distance of 4·80 cables, 332°, from Bogirohodobi ▲.

Description.—Each a *fixed red* light exhibited from a large pillar beacon.

Remarks.—The beacon shown about a quarter of a cable eastward from (a) is to be expunged from chart No. 2126.

(4) Amended position of beacon :

Position (approx.).—At the western extremity of Nateara reef, at a distance of about 2½ cables south-westward from charted position, and 3·43 miles, 190°, from Bogirohodobi 354-foot summit.

Description.—A beacon with triangle.

(5) Beacon erected :

Position (approx.).—On the north-western extremity of Vahunabada reef, at a distance of 1·42 miles, 337°, from Bogirohodobi ▲.

Description.—A beacon.

(6) Beacons to be expunged from chart :

Positions.—At distances of about 8½, 10½ and 12 cables respectively northward from Bogirohodobi ▲.

Description.—Each a beacon.

Note.—The note regarding the unreliability of beacons is to be expunged from chart No. 2126.

Charts affected.—No. 2126, Port Moresby, with plan of approaches.

„ 2121, Freshwater bay to Round head. (1) and (2).

Publications.—List of Lights, Part VI, 1920, No. 2787a, b, c, d.
Pacific Islands Pilot, Vol. I, 1908, pages 52, 54.

Authority.—H.M.S. *Melbourne*, Hyd. Note No. 3 of 1920; and Department of Treasury, Port Moresby. (H. 6812-19 & 9113-20.)

PHILIPPINE ISLANDS—LUZON.

San Bernardino Islets and vicinity—Correction to Chart No. 3368 with regard to shoals.

No. 74 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 121 of 1921), are republished:—

Former Notice.—No. 1167 of 1920. (*This office No. 263 of 1920*).

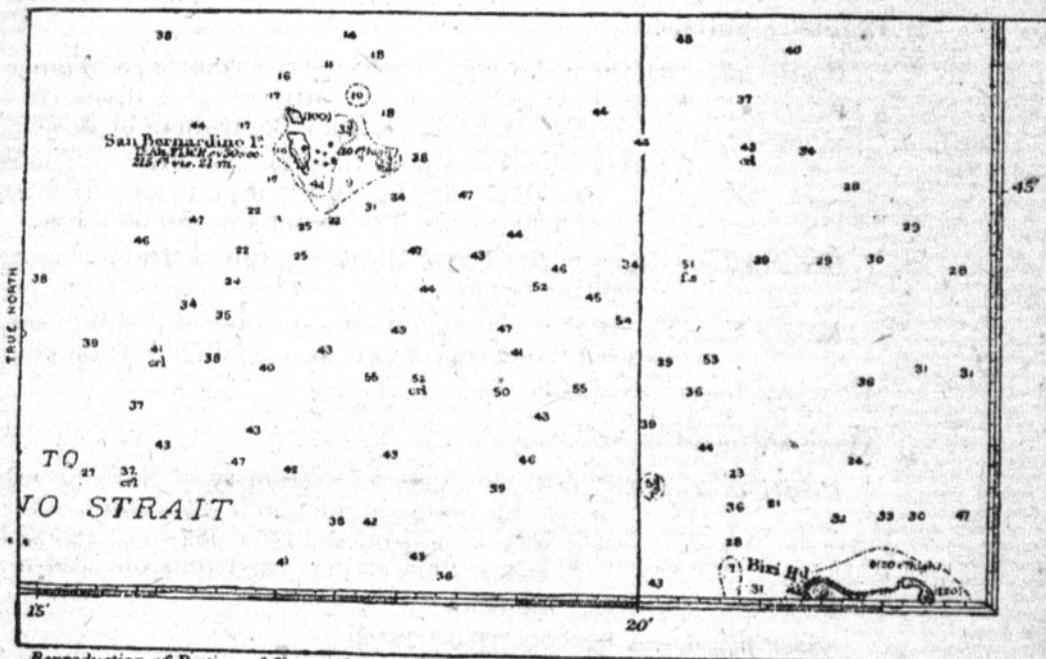
Position.—San Bernardino islet lighthouse, lat. $12^{\circ} 45'$ N., long. $124^{\circ} 17'$ E. (*approx.*).

Details.—The necessary correction to chart No. 3368 with regard to the shoals in the vicinity of San Bernardino islets notified in the former notice is shown on the accompanying reproduction of a portion of that chart.

This chart was not included in the list of charts affected in the former notice.

Chart affect^d.—No. 3368, Batan island to San Bernardino island, etc.

Authority.—Hydrographic Department. (H. 9100-20.)



Reproduction of Portion of Chart No. 3368.

JAPAN—HONSHŪ, SOUTH COAST, GULF OF TOKYO.

Fort No. 2 Light—Alteration in characteristics.

No. 75 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 122 of 1921), are republished:—

Position.—Lat. $35^{\circ} 19'$ N., long. $139^{\circ} 45'$ E. (*approx.*).

New abridged description.—(U) Lt. Occ., ev. 6 sec., 56 ft., vis. 13m.

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—Occulting white every six seconds, thus:

Light, 3 sec.	eclipse 3 sec.
------------------	-------------------

Elevation.—56 feet (17m).

Visibility.—13 miles.

Power.—200 candles.

Structure.—White square framework on concrete tower, 29 feet (8^m8) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 3548, Yokohama to Uraga.

„ 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi saki.

„ 3334, Tokyo to Sendai bay.

„ 996, Kii suido to Tokyo.

Publications.—List of Lights, Part VI, 1920, No. 2055.

Japan Pilot, 1914, page 199.

Authority.—Tokyo, Department of Communications, Notices Nos. 1654 and 1700 of 1920. (H. 9043-20.)

JAPAN—HONSHŪ, SOUTH COAST.

Yokosuka approaches—Lights established; Light-buoy withdrawn.

No. 76 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 123 of 1921), are republished:—

1. Lights established:

(a) *Position.*—At a distance of 5½ cables, 085° from the eastern extremity of Natsu shima, on the eastern end of the breakwater under construction.

Natsu shima, lat. 35° 19' N., long. 139° 39' E. (*approx.*).

Abridged description.—Lt. Occ., Red ev. 4 sec., vis. 8 m. (U).

Characteristics:

Character.—Occulting red every four seconds, thus:

<u>Light,</u>	<u>eclipse,</u>
2 sec.	2 sec.

..

Elevation.—40 feet (12^m2).

Visibility.—8 miles.

Power.—Under 100 candles.

Structure.—Red square iron tower, 35 feet (10^m7) in height.

(b) *Position.*—At a distance of 6 cables, 073°, from the eastern extremity of Natsu shima, on the north-western end of the North-east breakwater.

Abridged description.—Lt. Occ., Gn., ev., 4 sec. vis. 7 m. (U).

Characteristics:

Character.—Occulting green every four seconds, thus:

<u>Light,</u>	<u>eclipse,</u>
2 sec.	2 sec.

Elevation.—40 feet (12^m2).

Visibility.—7 miles.

Power.—Under 100 candles.

Structure.—Green square iron tower, 35 feet (10^m7) in height.

(c) *Position.*—At a distance of 11·9 cables, 98°, from the eastern extremity of Natsu shima, on the south-eastern end of the North-east breakwater.

Abridged description.—Lt. Occ., ev. 6 sec., vis. 13 m. (U.)

Characteristics:

Character.—Occulting white every six seconds, thus:

L'ght.	eclipse.
3 sec.	3 sec.

Elevation.—55 feet (16^m8).

Visibility.—13 miles.

Power.—1,300 candles.

Structure.—White square iron tower 50 feet (15^m2) in height.

Remarks.—The lights are unwatched.

2. Light-buoy withdrawn:

Position.—Formerly marking Kita Nakane, near the south-eastern end of the north-east breakwater.

Description.—A light-buoy with flashing white light.

Charts affected.—No. 3548, Yokohama to Uraga.

, 2657, Gulf of Tokyo or Yedo.

, 953, Omai saki to Tsurugi saki. 1 (c), 2.

, 996, Kii suido to Tokyo. 1 (c), 2.

, 3334, Tokyo to Sendai bay. 1 (c), 2.

Publications.—List of Lights, Part VI, 1920, No. 2055a, b, c.
Japan Pilot, 1914, page 201.

Authority.—Tokyo Notice No. 328 of 1920. (H. 111-21.)

JAPAN—HONSHŪ, NORTH-WEST COAST.

Saruyama Saki—Light established.

No. 77 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 132 of 1921), are republished:—

Position.—Lat. 37° 19' 20" N., long. 136° 42' 55" E., on chart No. 2243.

Abridged description.—Lt. Gp. Fl. (4), ev. min., 696ft. vis. 34m.

Characteristics:

Character.—Group flashing white showing four flashes every minute thus:

Four flashes,	eclipse.
23 sec.	37 sec.

Elevation.—696 feet (212^m1).

Visibility.—34 miles, from 015° through east to 214°.

Power.—100,000 candles.

Structure.—White square concrete tower, 30 feet (9^m1) in height.

Charts affected.—No. 2243, Noto peninsula.

, 3003, Ando zaki to Ōtose zaki.

, 2347, Honshū, Kiusiu and Shikoku, &c.

, 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1920, No. 2151a.

Japan Pilot, 1914, page 630.

Authority.—Tokyo, Department of Communications, Notice No. 1683 of 1920. (H. 9046-20.)

CHINA SEA—PALAWAN, EAST COAST.

Puerto Princesa (Port Royalist)—Amendments to chart.

No. 78 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 140 of 1921), are republished:—

Position.—Saboruko point, lat. $9^{\circ} 44' N.$, long. $118^{\circ} 43' E.$ (*approx.*).

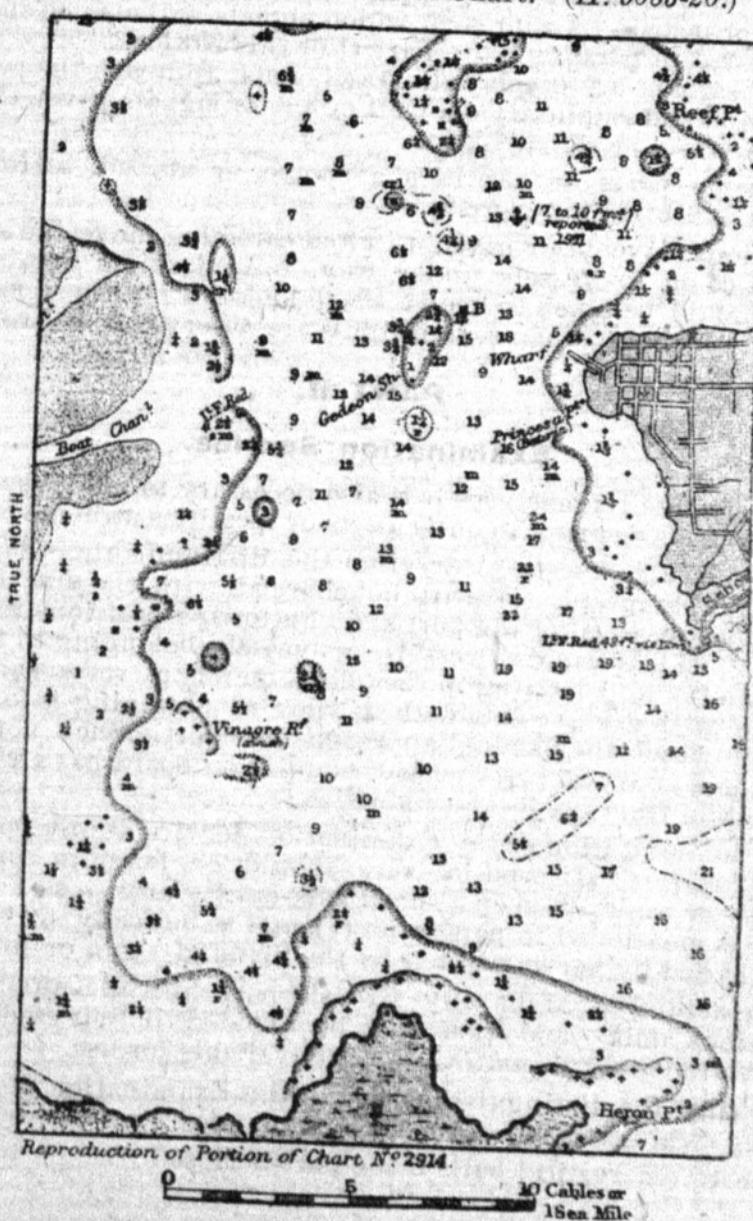
Details.—The accompanying reproduction of a portion of chart No. 2914 shows the necessary amendment to that chart with regard to rocks and shoals and the establishment of a light in Puerto Princesa. The extension of the wharf near Princesa point is also shown on the reproduction.

Chart affected.—No. 2914, Puerto Princesa.

Publications.—List of Lights, Part VI, 1920, No. 1131.

Eastern Archipelago Pilot, Part I, 1911, pages 100
101, 102.

Authority.—U. S. A. Government Chart. (*H. 9085-20.*)



The 19th February 1921.

BRITISH POSSESSIONS.

Caution when approaching British Ports.

No. 59 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 1 of 1921), are republished:—

PART I.

Closing of Ports.

Former Notice.—No. 1 of 1920 (*This Office No. 43 of 1920*); hereby cancelled.

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports of the Empire, this is to give Notice that on approaching the shores of the United Kingdom, or any of the ports or localities of the British Empire, a sharp look-out should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (5), Part II of this Notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited, three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II of this Notice.

If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination vessel or signal station.

(3) At some ports or localities at home or abroad, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

PART II.

Examination Service.

(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter ports or localities at home or abroad.

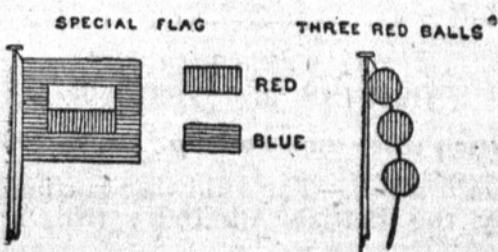
(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the port and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In approaching by night any British port in the United Kingdom or abroad, serious delay and risk will be avoided if four efficient all round lanterns, two *red* and two *white*, are kept available for use.

(7) **By day** the distinguishing flag of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border).

Also, three red vertical balls if the port is closed.



Usually the Examination Steamers will fly the blue ensign, but at certain ports they will fly the white ensign.

By night the steamer will carry :—

- (a) Three *red* vertical lights if the port is closed.
- (b) Three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the signal letters of their vessel ready to hoist immediately the Examination Steamer makes the signal "What ship is that?"

(9) Masters are warned that, before attempting to enter any port when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer.

Whilst at anchor in the Examination Anchorage, Masters are warned that it is forbidden, except for the purpose of avoiding accident, to do any of the following things, without permission from the Examination Officer :—

- To lower any boat.
- To communicate with the shore or with other ships.
- To move the ship.
- To work cables.
- To allow any person or thing to leave the ship.

(10) In case of fog, Masters are enjoined to use the utmost care, and the port should be approached with caution.

(11) When the Examination Service is in force merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night; the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

PART III.

Mine-sweeping operations.

H.M. Vessels engaged in mine-sweeping operations or exercises are hampered to a considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned. For the public safety all other vessels, whether steamers or sailing craft, should endeavour to keep out of the way of vessels flying these signals and not approach them inside the distances mentioned herein, specially remembering that it is dangerous to pass between the vessels of a pair or group sweeping together.

1. SIGNALS THAT WILL BE SHOWN BY DAY.

(a) By vessels working singly :

A black ball at the foremast head, and a similar ball at each yardarm or where they can best be seen.

Vessels showing this signal should not be approached nearer than 900 yards (822^m9).

(b) By vessels working in pairs or groups :

A black ball at the foremast head, and a similar ball at the yardarm or where it can best be seen, on that side on which it is dangerous to pass.

Vessels should not pass within a distance of 400 yards (365^m8) astern of a pair or group of sweepers, or when more than one pair or group are working in company within a distance of 400 yards (365^m8) astern of the rear pair or group. They should on no account attempt to pass between pairs or groups working in company.

2. SIGNALS THAT WILL BE SHOWN BY NIGHT.

As for day, except that all-round green lights will be used in a similar manner to and in place of the black ball.

Note.

This Notice is a revision of Notice No. 1 of 1920. (This office No. 43 of 1920.)

Authority.—The Lords Commissioners of the Admiralty. (H. 8326-20.)

JAPAN.

Bayonnaise Island—Obstruction eastward of,

No. 60 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 9 of 1921), are re-published:—

Position.—At a distance of about 32 miles eastward from Bayonnaise island.

Lat. $31^{\circ} 53' 00''$ N., long. $140^{\circ} 31' 30''$ E.

Details.—Not stated.

Note.—The above position is to be encircled by a danger line on the charts and marked with the note "E.D. (1920)."

Charts affected.—No. 2347, Honshu, Kiusiu and Shikoku, &c.

" 781, Pacific ocean—north-west sheet.

" 2459, North-west Pacific ocean, &c.

" 2683, Pacific ocean.

" 2483, Atlantic and Indian oceans, &c.

Publication.—Japan Pilot, 1914, page 216.

Authority.—Japanese Government Chart. (H. 5341-20.)

AIRCRAFT.

Information with regard to distress signals by day and night.

No. 61 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 11 of 1921), are re-published:—

Former Notice.—No. 885 of 1920.

Mariners and others are notified that when any aircraft is in distress and requires assistance, the following shall be the signals displayed by her either together or separately:—

- I. The International Signal "S.O.S." by means of Visual or Wireless Telegraphy.
- II. The International Code Signal of Distress indicated by N. C.
- III. The Distant Signal consisting of a square flag having above or below it a ball or anything resembling a ball.
- IV. A continuous sounding with any sound apparatus.
- V. A signal consisting of a succession of White Very's lights fired at short intervals.

Note.—The above signals are subject to such modification as shall be published from time to time.

Remarks.—This notice is a republication of the former Notice quoted above.

Authority.—Air Ministry. (H. 8332-20.)

JAPAN—KIUSSIU, WEST COAST.

Goto Islands—Amendments to charts with regard to shoals.

No. 62 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 14 of 1921), are republished:—

Position.—Tsubashi hana, lat. $32^{\circ} 34' N.$, long. $128^{\circ} 46' E.$ (approx).

Details—Amendments to the charts with regard to shoals off the southern coasts of Fukai and Wakamatsu, embodying the latest information, are shown on the accompanying reproduction of portions of chart No. 359.

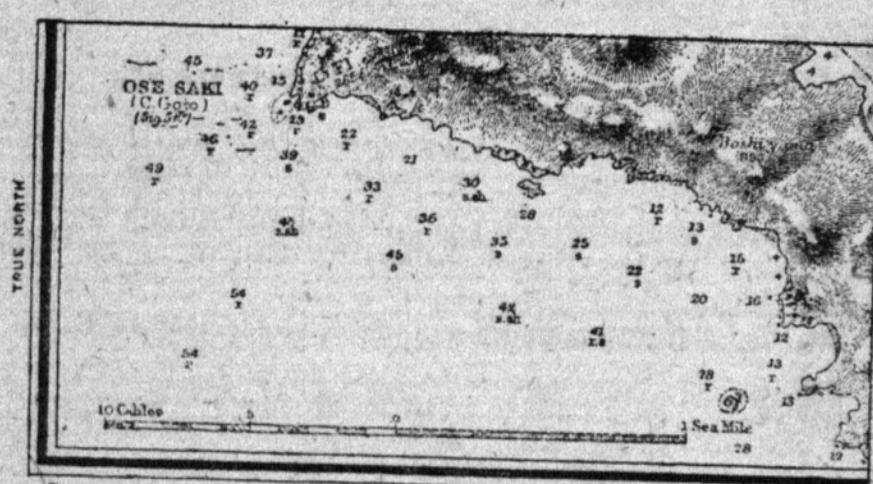
Charts affected.—No. 359, Nagasaki to Karatsu, &c., with plan.

„ 358, Western coasts of Kiusiu and Honshu.

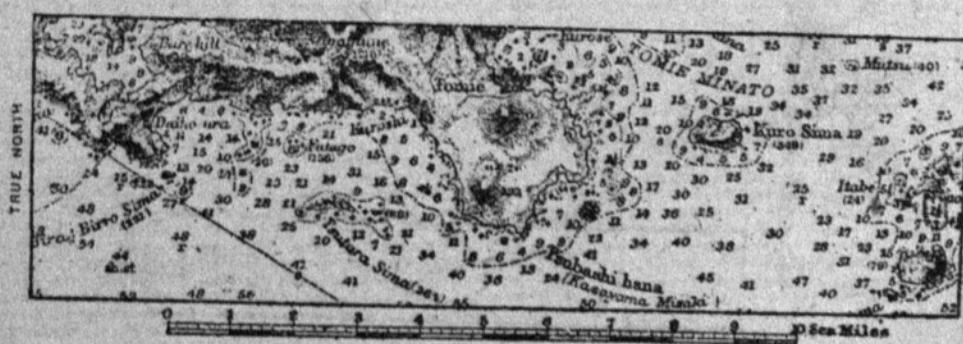
„ 104, Korean archipelago—southern portion.

Publication.—Japan Pilot, 1914, pages 481, 485, 495.

Authority.—Japanese Government Chart. (H. 8220-20.)



Reproduction of Portions of Chart N°359.



JAVA, NORTH COAST.

Surabaya Strait—Light-buoy withdrawn.

No. 63 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 39 of 1921), are republished:—

Position.—In West gat, at a distance of about 9 cables north-westward from Cape Piring lighthouse.

Lat. $7^{\circ} 01' S.$, long. $112^{\circ} 40' E.$

Details.—The light-buoy painted black, with occulting white light, has been withdrawn, and the passage is now safe for traffic.

Note.—The note "Passage prohibited E. of this buoy" is to be expunged from the chart.

Chart affected.—No. 934, Surabaya strait.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 135; Supplement No. 4, 1919.

Authority.—Hague Notice No. 2630 of 1920. (*H. 9068-20.*)

EASTERN ARCHIPELAGO—CELÉBES SEA.

Talautse (Sangi) and Karkaralong (Kawio) Islands—Amendment to charts with regard to reefs.

No. 64 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 45 of 1921), are republished:—

Position.—Buang island, lat. $3^{\circ} 53' N.$, long. $125^{\circ} 46' E.$ (*approx.*)

Details.—The accompanying reproduction of portions of charts Nos. 2575 and 943 show the necessary corrections to those charts with regard to reefs in the vicinity of Buang and Mamanuk (Anda) islands.

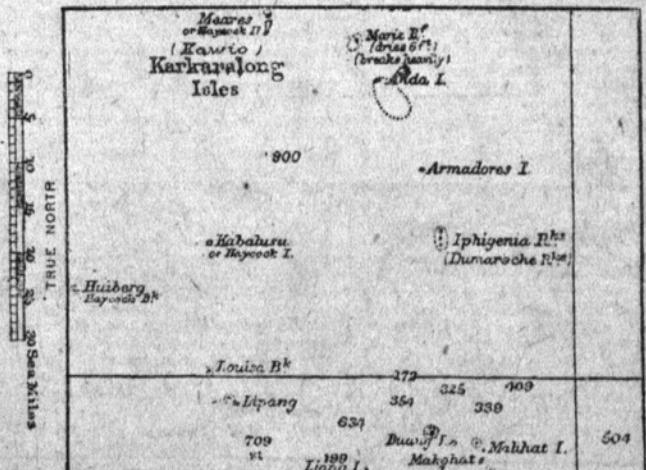
Charts affected.—No. 2575, Eastern part of Celebes sea.

„ 943, Molucca passage to Manila.

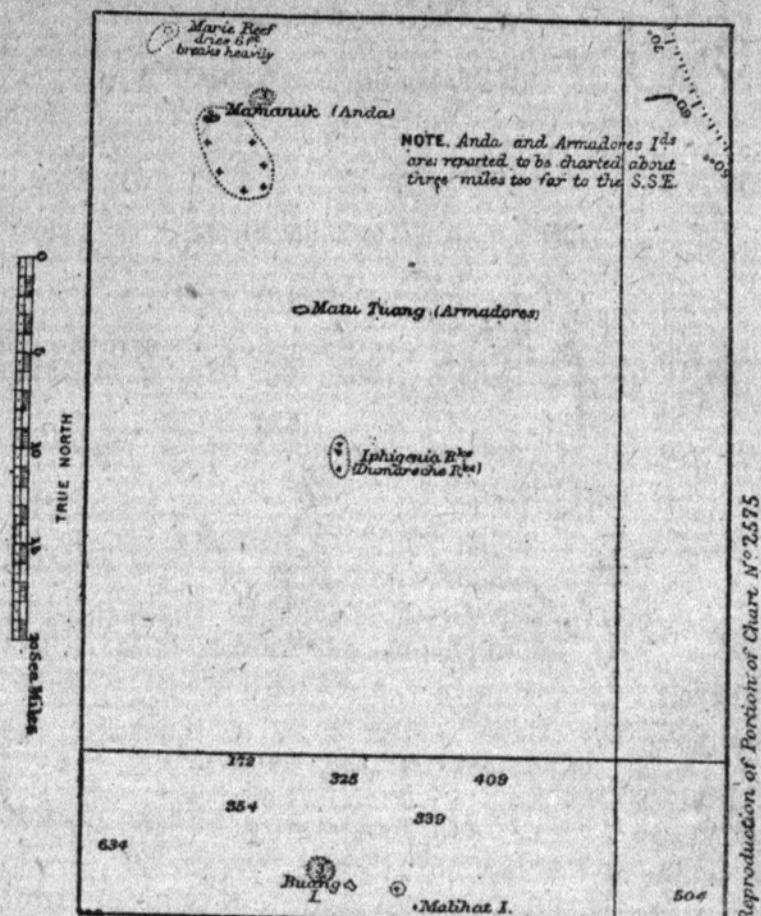
„ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part III, 1911, pages 26, 31; Supplement No. 5, 1920.

Authority.—Hague Notices Nos. 2355 and 2367 of 1920. (*H. 8257 & 8262-20.*)



Reproduction of Portion of Chart No. 943



CHINA, EAST COAST.

Kyau Chau Bay entrance—Existence of wreck; Alteration in position of light-buoy; Caution regarding buoyage.

No. 65 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 48 of 1921), are republished:—

(1) Wreck:

Position.—At a distance of 1·26 miles, 295° , from Yu-nui-san lighthouse.

Lat. $36^{\circ} 03'$ N., long. $120^{\circ} 15'$ E. (approx.).

Description.—Sunken wreck of a vessel.

(2) Alteration in position of light-buoy:

Former Notice.—No. 1293 of 1920. (*This office No. 277 of 1920.*)

New position.—At a distance of about half a cable south-eastward from former position and 2 cables, 314° , from Horse Shoe light-beacon.

Lat. $36^{\circ} 05'$ N., long. $120^{\circ} 17'$ E. (approx.).

Description.—No. 6 red conical light-buoy with flashing white light.

(3) Caution regarding buoyage:

Caution.—The following cautionary note is to be placed on chart No. 857 under the note regarding beacons for compass adjustment:—

“CAUTION.”

“*Buoys in Tsing tau harbour must not be depended on. With the exception of No. 6 all buoys in Kyau Chau bay and at the entrance are withdrawn when block ice forms.*”

Chart affected.—No. 857, Kyau chau bay,

Publication.—China Sea Pilot, Vol. V, 1912, pages 417, 418; Supplement No. 5, 1920.

Authority.—Tokyo Notice No. 215 of 1920. (H. 8076-20.)

RED SEA—EASTERN SHORE.

Loheiya—Buoys disappeared.

No. 66 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 52 of 1921), are republished :—

(a) *Position.*—At a distance of about 4 miles south-westward from Hill fort.

Lat. $15^{\circ} 39' N.$, long. $42^{\circ} 38' E.$ (*approx.*).

Description.—A red conical buoy with black triangular top-mark.

(b) *Position.*—On the eastern side of the channel, at a distance of about 6 cables eastward from (a).

Description.—A white conical buoy.

Remarks.—The above buoys have disappeared and are to be expunged from the charts.

Charts affected.—No. 8d, Plan of Loheiya.

„ 143, Jebel Teir to Perim island.

Publication.—Red Sea, etc., Pilot, 1909, page 359.

Authority.—H.M.S. *Clematis*, Hyd. Note No. 1 of 1920. (H. 8991-20.)

JAPAN—HOKUSHŪ.

Otaru Ko—*Light established ; Alteration in characteristics of light ; Light-buoy withdrawn.*

No. 67 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 58 of 1921), are republished :—

(1) *Light established :*

Position.—At the southern extremity of the North breakwater.

Lat. $43^{\circ} 12' 11'' N.$, long. $141^{\circ} 01' 18'' E.$, on chart No. 993.

Abridged description.—Lt. Occ., Red, ev. 6 sec., 48 ft. vis. 9 m. (U).

Characteristics :

Character.—Occulting red every six seconds, thus :

<u>Light,</u> 3. sec.	<u>eclipse.</u> 3 sec.
--------------------------	---------------------------

Elevation.—48 feet ($14^m 6$).

Visibility.—9 miles.

Power.—Under 100 candles.

Structure.—Red circular concrete tower, 41 feet ($12^m 5$) in height.

Remarks.—The light is unwatched.

Note.—The light-buoy with fixed white light, formerly marking the end of the North breakwater, has been withdrawn.

(2) Alteration in characteristics of light :

Position.—On the northern extremity of the South breakwater.

New abridged description.—Lt. Occ., Gn., ev. 6 sec., 48 ft. vis. 9 m.
(U).

Details.—The fixed green light has been replaced by a light having the undermentioned characteristics :—

Character.—*Occulting green every six seconds, thus :*

<u>Light,</u> 3. sec.	<u>eclipse.</u> 3 sec.
--------------------------	---------------------------

Elevation.—48 feet (14^m 6).

Visibility.—9 miles.

Power.—Under 100 candles.

Structure.—White circular concrete tower, 41 feet (12^m 5) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 993, Plan of Otaru ko.

„ 2981, Eurubira wan to Aikappu misaki.

„ 452, Hokushū island.

Publications.—List of Lights, Part VI, 1920, Nos. 2130 and 2131.

Japan Pilot, 1914, page 696 ; Supplement No. 4
1920.

Authority.—Tokyo, Department of Communications, Notice
No. 1707 of 1920. (H. 9103-20.)

The 16th February 1921.

INDIA—WEST COAST.

Kasaragode—Derelict reported south-westward of.

No. 58 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 18M. of 1921), are republished :—

Date sighted, 23rd January 1921.

Position.—Lat. 14° 10' N.

Long. 74° 25' E.

Details.—The Master of S.S. "Indravati" reports having seen a derelict of a country craft, drifting between Honawar and Modeshwar.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 744, Cape Ramas to Alvagudda.

„ 827, Vengurla to Cape Comorin.

„ 826, Karachi to Vengurla.

„ 748b, Indian Ocean, northern portion.

Authority.—The Port Officer, Bombay, dated 1st February 1921.

W. K THYNE, COMDR., R.I.M.,

Deputy Port Officer, Calcutta.



APPENDIX TO

The Calcutta Gazette

WEDNESDAY, MARCH 9, 1921.

**LIST OF SPECIAL AND COMMON JURORS FOR 1921
IN THE DISTRICT OF JESSORE.**

LIST OF SPECIAL JURORS FOR 1921 IN THE DISTRICT OF JESSORE.

Objections to the list will be heard by the Collector and the Sessions Judge on the 4th April 1921, at 11-30 A.M. in the Court of the Sessions Judge, Jessore.

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Educational qualification.	Health.	Objection, if any.
B							
Banariji, Anukul Chandra	... Baguri	... Sarsa	... Landowner	45	Knows English and Bengali.	Good	... No.
“ Satish Chandra	... Ghorakhali	... Narail	... Manager, Narail Estate...	48	B. L.	... do	... No.
“ Anadi Nath	... Mallikpur	... Lohagara	... Teacher, Ima H. School.	44	do.	... do	... No.
Ganesh Chandra	... Protokpati	... Maniram pur...	... Talukdar	... 33	Undergraduate	... do	... No.
“ Hem Chandra	... Dharmapur	... Gaighata	... Head Master	... 45	B. A.	... do	... No.
“ Rabaneswar	... Jessor Town	... Kotwali	... Head Master, Jessor Zilla School.	45	do.	... do	... No.
“ Lakhan Chandra	... Keshabpur	... Keshabpur	... Doctor	... 45	Knows English and Bengali.	do	... No.
“ Tej Chandra	... Bunaganti	... Salikha	... Sub-Manager, Dighapatia Raj.	35	ditto	... do	... No.
Bhattacharji, Kulada Bhusan...	Suti	Jhenidah	Landholder	48	ditto	... do	... No.
“ Indu Bhusan	Digha	Mahmudpur	Teacher	35	Passed Entrance	... do	... No.
“ Siba Das	Talkhari	Salikha	Zamindar	42	Knows English and Bengali.	do	... No.
“ Rama Nath	ditto	ditto	ditto	37	ditto	... do	... No.
Biswas, Matiar Rahman	Bahadurpur	Sarsa	ditto	32	ditto	... do	... No.

"	Pulin Behari	..	Giturkandi	..	Alladanga	..	ditto	..	do	..	No.
"	Nural Haque	..	Nanli	..	Abhaynagar	..	Jotedar	..	ditto	..	do
	Basu, Jogendra Nath	..	Auria	..	Narail	..	Dewan, Narail Estate	..	ditto	..	do
"	Jogendra Nath	..	Meherpur	..	Keshabpur	..	Talukdar	..	ditto	..	do
"	Debendra Lal	..	Dhuljuri	..	Mahmudpur	..	do	..	ditto	..	do
"	Promotha Bhusan	..	do	..	do	..	Talukdar and Honorary Magistrate.	..	ditto	..	do
"	Harendra Nath	..	Raigram	..	Magura	..	Jotedar	..	29 Knows Bengali	..	do
"	Narendra Nath	..	do	..	do	..	Gantidar	..	28 Knows Bengali and English.	..	do
"	Sashi Shekhor	..	Shubharara	..	Abhaynagar	..	Jotedar	..	ditto	..	do
"	Bhuban Mohan	..	Pathalia	..	do	..	Zamindar	..	49	..	do
"	Surada Charan	..	Siddipasa	..	do	..	Head Master, H. E. 54 B.A. School.	..	..	..	do
"	Bhupati Nath	..	do	..	do	..	Talukdar	..	37 Plucked Entrance	..	do
"	Surendra Nath	..	Bevagi	..	do	..	do	..	42 B.A.	..	do
"	Sasi Kumar	..	Hatbaria	..	Narail	..	Manager, Hatbaria Estate.	53	do	..	do
"	Kedar Nath	..	Uzirpur	..	do	..	Dewan, Narail Estate	..	58 Knows English and Bengali.	..	do
"	Nani Gopal	..	Harisankarpur	Jhenidah	..	Talukdar	..	26 Knows Bengali	..	do	.. No.
"	Kumode Chandra	..	Bonkail	..	Alladanga	..	Landholder	..	30 Knows English and Bengali.	..	do

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Educational qualification.	Health.	Objection, if any.
B							
Basu, Siddheswar	... Dongughat ...	Reshabhpur	Landholder	... 35	F. A. plucked, knows English well.	Good	... No.
C							
Chakrabarti, Lalit Mohan	... Hogaldanga ...	Sripur	Talukdar	... 44	Read up to En-trance.	Good	... No.
" Panchanon	... Satipur	Magurah	Jotedar	... 33	Knows English and Bengali.	do	... No.
" Hriday Nath	... Joynagar	Nariganti	Talukdar	... 53	Knows Bengali	do	... No.
" Manmatha Nath	Iehapur	Gaighata	Assistant Master	... 29	B.A.	do	... No.
" Gopal Chandra	Fulhari	Sailkupa	Jotedar	... 41	Knows English and Bengali.	do	... No.
" Panchanan	Baisha	Jhikargacha	do	... 30	Knows Bengali	do	... No.
Chandra, Aswini Kumar	Bagchar	Kotwali	Zamindar	... 37	Knows English and Bengali.	do	... No.
Chaudhuri, Dinabandhu	Uzalpur	Jhikargacha	Talukdar	... 35	Read up to En-trance.	do	... No.
" Indu Bhusan	do	do	do	... 35	Knows English and Bengali.	do	... No.
Chatarji, Saroj Bhusan	Sadhuhati	Jhenidah	do	... 38	ditto	do	... No.
D							
Das, Manindra Nath	Mithapur	Alfadanga	Gantidar	... 38	Knows English and Bengali.	Good	... No.
Das Gupta, Jnanada Kanta	Ramnagar	Kalia	Talukdar	... 46	ditto	do	... No.
Datta, Sarat Chandra	Bankra	Jhikargacha	Gantidar	... 36	ditto	do	... No.

<i>Das, Poddar Kanai Lal</i>	... Lohagara	... Lohagara	... Merchant	... 28 B.A.	... do. ... No.
„ <i>Hriday Krishna</i>	... Narail	... Narail	... Sub-Manager, Narail Estate.	43 B. L.	... do. ... No.
<i>Datta, Bhudeb Chandra</i>	... Gourighona	... Keshabpur	... Gantidar	... 45 Knows English and Bengali.	do. ... No.
„ <i>Surja Kanta</i>	... Kurigram	... Narail	... Superintendent, Narail Estate.	32 Undergraduate ...	do. ... No.
„ <i>Anadi Nath</i>	... Lohagara	... Lohagara	... Assistant Head Master, Lohagara H. E. School.	32 B.A.	... do. ... No.
<i>Deb Ray, Girija Bhnsan</i>	... Naldanga	... Jhenidah	... Zamindar	50 Knows English and Bengali.	do. ... No.
G					
<i>Ganguli, Haridas</i>	... Bandabila	... Bagherpara	... Kabiraj and Mahajan	38 Knows English and Bengali.	Good ... No.
„ <i>Hriday Nath</i>	... Sarntja	... Keshabpur	... Talukdar	... 46 ditto ...	do. ... No.
„ <i>Bijoy Chandra</i>	... Gunjanagar	... Kaliganj	... Zamindar	... 46 Passed Entrance ...	do. ... No.
<i>Ghose, Panchanan</i>	... Mandalgati	... Kotwali	... do	... 36 Knows English and Bengali.	do. ... No.
„ <i>Satyendra Nath</i>	... Jessore Town	do	... Gantidar	... 31 Knows English ...	do. ... No.
„ <i>Debendra Nath</i>	... Chaugacha	... Chaugacha	... Zamindar	... 46 Knows English and Bengali.	do. ... No.
„ <i>Manmatha Nath</i>	... Gopesena	... Keshabpur	... Talukdar	... 48 ditto ...	do. ... No.
„ <i>Purna Chandra</i>	... North Basuari	... Bagherpara	... do	... 38 ditto ...	do. ... No.
„ <i>Rajendra Nath</i>	... Nandigram	... Alfadanga	... Landholder	... 50 Knows Bengali ...	do. ... No.
„ <i>Girija Kanta</i>	... South Basuari	Bagherpara	... Talukdar	... 45 Read up to Entrance.	do. ... No

Name of Inor. Residens. Thana. Occupation. Age. Educational qualification. Health. Objection, if any.

G

Ghosh, Jogendranath	... Manoharpur	Bongaon	.. Landholder	...	50 Knows English and Kaviraji.	Good ... No.
,, Sashi Bhusan	... Baghutia	Abhoynagar	Talukdar	...	36 Plucked B.A. ...	do. ... No.
,, Surendra Nath, son of Mudhyapur	... do	... Zamindar	...	47 Knows English and Bengali.	do. ... No.	
Ghosal, Ram Brahma	... Kulla	Jhikargacha	Gantidar	...	57 Knows Bengali ...	do. ... No.

K

Kanjilal, Akhay Kumar	... Tagarbanda	Alfadanga	... Landholder	...	50 Knows English and Bengali.	Good ... No.
Khan, Ebadat Ali	... Panail	do	... ditto	...	34 ditto ...	do. ... No.
Khandakar, Nader Hossain	... Habulla	Bagherpara	... ditto	...	40 ditto ...	do. ... No.

L

Lahiri, Trailakhya Nath	... Harindi	Sripur	... Government Pensioner.	57 Knows English and Bengali.	Good ... No.
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M

Malik, Jitendra Nath	... Gariah	Jhenidah	... Talukdar	...	27 Knows English and Bengali.	Good ... No.
Maulvi, Fazle Huq	... Bankra	Jhikargacha	Jotedar	...	35 Knows Bengali ...	do. ... No.

"	<i>Abdur Rohoman</i>	...	<i>Hida</i>	...	<i>Abhoynagar...</i>	<i>Gantidar</i>	...	35	Knows English and Bengali	dq	...	No.	
"	<i>Safuddin</i>	...	<i>Buraich</i>	...	<i>Alfadanga</i>	...	<i>Talukdar</i>	...	50	Knows Bengali	...	do	...
<i>Molla, Safuddin</i>	...	<i>Panail</i>	...	do	...	do	...	50	ditto	...	do	...	
<i>Mazumdar, Bejoy Chandra</i>	...	<i>Bamanali</i>	...	<i>Jhikargacha...</i>	<i>Gantidar</i>	...	36	Knows English and Bengali.	do	...	No.		
"	<i>Shital Chandra, B.A.</i>	<i>Shibnagar</i>	...	<i>Kalgunj</i>	...	<i>Head Master,</i> <i>School.</i>	<i>H.</i>	<i>E.</i>	32	ditto	...	do	...
"	<i>Hriday Bhusan</i>	...	<i>Magura</i>	...	<i>Nawpara</i>	...	<i>Gantidar</i>	...	35	ditto	...	do	...
"	<i>Phani Bhusan</i>	...	<i>Jatrapur</i>	...	<i>Kaliganj</i>	...	do	...	ditto	...	do	...	
<i>Mia, Altap Hossain</i>	...	<i>Srirampur</i>	...	<i>Alfadanga</i>	...	do	...	50	ditto	...	do	...	
<i>Mirdha, Mohiuddin</i>	...	<i>Bidhyadhar</i>	...	do	...	do	...	31	ditto	...	do	...	
<i>Mitra, Bhuban Mohan</i>	...	<i>Bag</i>	<i>Sriram-</i> pur.	<i>Narail</i>	...	<i>Merchant</i>	...	48	ditto	...	do	...	
"	<i>Surendra Nath</i>	...	<i>Bella</i>	...	<i>Jhikargacha...</i>	<i>Doctor</i>	...	41	ditto	...	do	...	
"	<i>Nanda Lal</i>	...	<i>Keshabpur</i>	...	<i>Keshabpur</i>	...	do	...	34	ditto	...	do	...
"	<i>Hem Chandra</i>	...	do	...	do	...	<i>Naib</i>	...	45	ditto	...	do	...
"	<i>Surendra Nath</i>	...	<i>Dhulgram</i>	...	<i>Abhaynagar...</i>	<i>Talukdar</i>	...	49	ditto	...	do	...	
"	<i>Mukhbarji, Gridhar</i>	...	<i>Kandasi</i>	...	<i>Lohagara</i>	...	<i>Gantidar</i>	...	47	ditto	...	do	...
"	<i>Prokash Chandra</i>	...	<i>Lakhipasa</i>	...	do	...	<i>Talukdar</i>	...	51	ditto	...	do	...
"	<i>Hem Chandra</i>	...	<i>Kotchandpur</i>	<i>Kotchandpur</i>	<i>Manager</i>	...	42	ditto	...	do	...	No.	
"	<i>Khirod Bhusan</i>	...	<i>Chalitabaria...</i>	<i>Keshabpur</i>	...	<i>Talukdar</i>	...	49	ditto	...	do	...	
"	<i>Satya Charan</i>	...	<i>Akaipur</i>	...	<i>Bongaon</i>	...	<i>Talukdar and Money-</i> lender.	53	ditto	...	do	...	

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Educational qualification.	Health.	Objection, if any.
M							
Mukhbarji, Saroda Prosad	... Dharampur ...	Gaighata	... Landowner	... 30	Knows English and Bengali.	Good	... No.
“ Amrita Lal	... Jessore town	Kotwali	... Head Master, Sammilani School.	39	B.A.	... do	... No.
“ Sarat Chandra	... Hariharnagar	Mahmudpur ...	Talukdar	... 36	Knows English and Bengali.	do	... No.
“ Amaresh Chandra ..	Gunjanagar ...	Kaliganj	... Secretary, Naldanga Raj Estate.	41	Passed F. A.	... do	... No.
“ Satrughna ..	Gadkhali ...	Jhikurgacha ...	Landowner	... 51	Knows Bengali ...	do	... No.
Munshi, Anisuddin	... Na o g r a m, Sarole.	Lohagara ...	Gantidar	... 42	Knows English and Bengali.	do	... No.
P							
Pal Chaudhuri, Nalini Kanta ...	Sripur	... Sripur	... Zamindar	... 40	Knows English and Bengali.	Good	... No.
R							
Ray, Amrita Lal	... Auria	... Narail	... Professor, Narail Victoria College.	53	B.A.	... Good	.. No.
“ Bani Kanta	... Narendrapur	Kotwali	... Talukdar	... 56	Knows Bengali ...	do	... No.
“ Abhay Charan	... Bandablia	Bagherpara ...	Retired Sub-Registrar ...	55	Knows Bengali and English.	do	... No.
“ Kali Prasanna (Rai Sahib).	Satrujitpur ...	Magura	... Jotedar and Pensioner ...	59	ditto	... do	... No.
“ Sital Chandra	... Samta	... Sarsa	... Landholder	... 28	ditto	... do	... No.
“ Akhay Kumar	... Raipur	Naraganti	Head Master, Kalabaria Middle English School.	39	ditto	... do	... No.
“ Ganga Charan	... do	... do	... Talukdar	... 42	ditto	... do	... No.

" Bipin Bibari	... Gangananda-pur.	Jhikargacha ...	do	... 35	ditto	... do	... No.
Ray Chaudhuri,	Mahendra Nath	Nawpara	... Kotwali	... Zamindar	... 39	ditto	... do
S							
Sadhu Khan, Sita Nath	... Muktpur	Manirampur	Talukdar	... 51	Knows Bengali	... Good	... No.
Sarkar, Mati Lal	... Lohagara	Lohagara	ditto	... 37	Knows Bengali and English.	do	... No.
" Upendra Lal	... Satrujitpur	Magura	Pensioner	... 59	ditto	... do	... No.
" Rohini Kanta	... Karundi	Sripur	Talukdar	... 43	ditto	... do	... No.
Sen, Kailash Chaudra	... Itna	Lohagara	Teacher, High English School.	42	ditto	... do	... No.
" Monomohan	... do	ditto	Gantidar	... 41	ditto	... do	... No.
" Saroda Prasanna	... Chota Kalia	Kalia	Talukdar	... 40	ditto	... do	... No.
" Rasik Lal	... Ditto	do	Retired Deputy Magistrate.	Magis- 58 B.A.	... do	... No.	
" Manoda Prasanna	... Jessoro town	do	Head Clerk, Loan Co	... 40 do.	... do	... No.	
" Abinash Chandra	... Rajhat	Nawpara	Landholder	... 35 M.A.	... do	... No.	
Sen Gupta, Ganga Charan	... Benda	Kalia	Retired Assistant En-gineer.	57 Entrance passed	... do	... No.	
" Tarak Chandra	... Kalia	do	Government Pensioner	58 Knows English	... do	... No.	
Sikdar, Kedar Nath	... Dariapur	Sripur	Talukdar	... 35 Knows English and Bengali.	do	... No.	
" Bejoy Sankar	... Sripur	do	ditto	... 52 Knows Bengali	... do	... No.	
Syed Nurul Huq	... Mala	Alfaðainga	Jotedar	... 56 Knows English and Bengali.	do	... No.	
Srimal, Mansing	... Jhikergacha	Jhikergacha	Merchant	... 42 Passed F.A.	... do	... No.	

LIST OF COMMON JURORS FOR 1921 IN THE DISTRICT OF JESSORE.

Objections to the list will be heard by the Collector and Sessions Judge on the 4th April 1921, at 11-30 A.M., in the Court of the Sessions Judge.

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Remarks.
A					
Acharji, Aghore Nath	... Hazrahati	... Salikha	... Jotedar	... 48	
Adhikari, Lalit Mohan	... Bhatpara	... Abhoynagar	... Gantidar	... 41	
Adya, Jogendra Nath	... Ghoragachia	... Kotwali	... Talukdar	... 37	
Ahammad, Akhejaddin	... Nehalpur	... Manirampur	... Gantidar	... 41	
B					
Bagchi, Hari Nath	... Saratnagar	... Sripur	... Talukdar	... 31	
Banarji, Thakurdas	... Bongaon	... Bongaon	... Landholder	... 33	
" Girindra Nath	... Gobrapur	... ditto	ditto	... 40	
" Manmatha Nath	... Itna	... Lohagara	ditto	... 47	
" Hari Nath	... Matkumra	... Gaighatta	Tejarati	... 54	
" Bisewar	... Inaitpur	... Jhenidah	Landholder	... 51	Unwilling.
" Manmantha Nath	... Kabilpur	... Kaliganj	Talukdar	... 40	
" Anath Bandhu	... Joypur	... Lohagara	ditto	... 31	
" Durgadas	... Mirjapur	... Keshabpur	ditto	... 52	
" Shibendra Chandra	... Altapole	... ditto	ditto	... 39	
" Ambica Charan	... Jamla	... Manirampur	... Gantidar	... 44	
" Binode Bihari	... Diepara	... Abhaynagar	ditto	... 44	

"	Amulya Charan	...	Basuari	...	Bagherpara	...	ditto	...	28
"	Kalipada	...	Telirdanopur	..."	ditto	...	ditto	...	38
"	Radhika Prasad	...	Ronghat	...	Bangaon	...	Talukdar	...	40
"	Nagendra Nath	...	Bagachara	...	Sarsa	...	Gantidar	...	35
"	Tej Chandra	...	Bunaganti	...	Salikha	...	Sub-Manager, Dighapatia Raj	...	35
"	Kala Chand	...	Mallikpur	...	Lohagara	...	Gantidar	...	50
	Basu, Shama Charan		Dighalia	...	ditto	...	ditto	...	47
"	Kumode Chandra	...	Bonkail	...	Alfadanga	...	Landholder	...	30
"	Raujanbilash	...	Dongaghata	...	Keshabpur	...	Gantidar	...	49
"	Annukul Chandra	...	Panjia	...	ditto	...	Talukdar	...	40
"	Nalini Kanta	...	Narainpur	...	ditto	...	Gantidar	...	30
"	Hriday Nath	...	Radhanagar	...	Bagherpara	...	Jotedar	...	42
"	Sarat Chandra	...	Dadpur	...	ditto	...	Talukdar	...	42
"	Rakhal Das	...	Bhadradanga	...	ditto	...	Gantidar	...	43
"	Ramendra Nath	...	Ghuni	...	Kotwali	...	Naib	...	33
"	Sharat Chandra	...	Chandpur	...	Magura	...	Jotedar	...	48
"	Keshab Lal	...	Kaikhali	...	Kotwali	...	Gantidar	...	46
"	Hriday Nath	...	Basundia	...	do.	...	ditto	...	56
"	Mohendra Nath	...	Barat	..."	Kaligami	...	Talukdar	...	37
"	Devendra Nath	...	Benagdi	...	Abhaynagar	...	Gantidar	...	40
"	Rama Nath	...	Panjia	...	Keshabpur	...	Talukdar	...	39

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Remarks.
B					
Basu, Rajendra Nath	Paikpara	Abhaynagar	Jotedar	54	
„ Phani Bhusan	„ Narayapur	Keshabpur	ditto	48	
„ Prakash Chandra	„ Purba Srikole	Sripur	Teacher	37	
„ Rakhal Chandra	„ Kasundi	Magura	Talukdar	38	
„ Krishna Lal.	„ Abaipur	do.	Jotedar	43	
„ Harendra Nath	„ Raigram	do.	ditto	29	
„ Kedar Nath	„ Kechuadubi	do.	ditto	53	
„ Debendra Lal	„ Dhuljuri	Mamudpur	Talukdar	34	
„ Pramatha Bhusan	„ do	ditto	ditto	35	
„ Satish Chandra	„ Harinakundu	Harinakundu	Gantidar	42	
„ Mahendra Nath	„ Kashiara	Narail	ditto	40	
„ Ashutosh	„ Naranpur	Keshabpur	ditto	33	
„ Jogendra Nath	„ Maharpur	ditto	ditto	35	
„ Indu Bhushan	„ Chandanga	ditto	Naib	39	
„ Debendra Nath	„ Kurigram	Narail	Manager, Narrail Estate	45	
„ Shashi Kumar	„ Hatbariya	do.	Manager, Hatbaria Estate	55	
„ Purna Chandra	„ Jangalbadhal	Fagherpara	Talukdar	55	
„ Amulya Kumar	„ Bevagdi	„	Landholder	30	
„ Siddheswar	„ Dongaghata	„ Abhaynagar	„	35	
„		„ Keshabpur	Gantidar	„	

"	Pramode Kumar	... Subhalara	... Abhoynagar	... do.	...	30
"	Sashi Sekhar	... ditto	... ditto	... Jotedar	...	30
"	Hridaya Nath	... Badha	... Narail	... Talukdar	...	55
"	Bhaduri, Jogeswar	... Jagadal	... Magura	... Jotedar	...	53
Bhattacharji, Nibaran Chandra	... Kataltola	... Manirampur	... Gantidar	...	50	
"	Haripada	... Kamalpur	... Kotwali	... ditto	...	38
"	Ram Das	... Chanchara	... do.	... Pandit	...	41
"	Rakhal Das	... Toilkupi	... Bagherpara	... Gantidar	...	50
"	Siva Das	... Talkhari	... Salikha	... Talukdar	...	42
"	Keshab Lal	... Chanchara	... Kotwali	... Gantidar	...	43
"	Annada Charan Bidyabhusan	... Lohagara	... Lohagara	... Teacher	...	41
"	Kalibar	... Parala	... Manirampur	... Gantidar	...	42
"	Sita Nath	... Barokalia	... Kalia	... ditto	...	49
"	Rash Bihari	... ditto	... do.	... ditto	...	48
"	Indra Bhushan	... Digha	... Manirampur	... Teacher	...	35
"	Ananda Mohan	... Nahatta	... ditto	... ditto	...	45
"	Sbyam Lal	... Bhugilhat	... Abhaynagar	... Rent-free holder	...	25
"	Nishi Bhusan	... Siddhipasha	... ditto	... Teacher	...	35
"	Rama Nath	... Talkhari	... Salikha	... Talukdar	...	37
"	Nagendra Nath	... Gangrampur	... do.	... Jotedar	...	51
"	Keshab Lal	... Sakhati	... Narail	... Talukdar	...	38

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Remarks.
B					
Bhattacharji, Jogesh Chandra	... Radhanagar	... Bagherpara	... Jotedar	... 47	
" Panchanan	... Rupganja	... Narail	... Superintendent, Narail Estate	50	
" Debendra Nath Kabyatirtha	... Siddipasssa	... Abhaynagar	... Gantidar	... 40	
" Ranjan Kanta	... Bhugilhat	... ditto	... do.	... 50	
" Baneswar	... Bevagdi	... ditto	... Landholder	... 40	
" Lalit Mohan	... Rupganja	... Narail	... Moneylender	... 48	
" Debendra Nath	... Mallikpur	... Lohagara	... Teacher	... 26	
" Pramatha Bhushan	... Taikupi	... Bagherpara	... Gantidar	... 32	
" Girish Chandra	... Goga	... Sarsa	... Moneylender	... 56	
" Kulada Bhusan	... Suti	... Jhenidah	... Jotedar	... 48	
" Bhabani Charan	... Bandabilla	... Bugherpara	... ditto	... 58	
" Nritya Gopal	... Nagirat	... Sailkupa	... ditto	... 38	
" Balaram, B.A.	... Hatchia	... Kalia	... Landholder	... 32	
" Ananda Chandra	... Nahata	... Mahmudpur	... Head Pandit, M. E. School, Nahata	50	
Bhaumik, Rakhal Das	... Bishnupur	... Sailkupa	... Talukdar	... 32	
" Bhaba Bhushan	... Nakail	... Magura	... Jotedar	... 42	
" Mohendra Nath	... Lohagorah	... Lohagorah	... Gantidar and doctor	... 40	
" Pramatha Nath	... Goalpara	... Sripur	... Teacher	... 26	

<i>Bhaiyya, Dabiruddin</i>	...	<i>Muldair</i>	...	<i>Narail</i>	...	<i>Gantidar</i>	...	53
<i>Biswas, Dehendra Nath</i>	...	<i>Patna</i>	...	<i>Kalia</i>	...	<i>ditto</i>	...	35
<i>" Jgendralal</i>	...	<i>Baliadanga</i>	...	<i>Kaliganj</i>	...	<i>ditto</i>	...	56
<i>" Mobarak Ali</i>	...	<i>Faila</i>	...	<i>ditto</i>	...	<i>ditto</i>	...	39
<i>Kaen</i>	...	<i>Chandutia</i>	...	<i>Kotwali</i>	...	<i>ditto</i>	...	48
<i>" Darbesh</i>	...	<i>Somashpur</i>	...	<i>ditto</i>	...	<i>ditto</i>	...	46
<i>Ebrabim</i>	...	<i>Daulatpur</i>	...	<i>ditto</i>	...	<i>ditto</i>	...	41
<i>" Helaluddin</i>	...	<i>Sonkorpara</i>	...	<i>Abhaynagar</i>	...	<i>Jotedar</i>	...	47
<i>Aminuddin</i>	...	<i>Jaduria</i>	...	<i>Jhenidah</i>	...	<i>Jotedar Mahajan</i>	...	42
<i>" Md. Hatim</i>	...	<i>Agamapara</i>	...	<i>Sailkupa</i>	...	<i>Jotedar</i>	...	46
<i>Ismail</i>	...	<i>Singjuli</i>	...	<i>Chaugacha</i>	...	<i>ditto</i>	...	41
<i>" Ahmed Ali</i>	...	<i>Lasbkarpur</i>	...	<i>ditto</i>	...	<i>ditto</i>	...	32
<i>Meher</i>	...	<i>Hagra</i>	...	<i>Bagherpara</i>	...	<i>Merchant</i>	...	56
<i>" Dabiruddin Ahmed</i>	...	<i>Indira</i>	...	<i>ditto</i>	...	<i>Jetedar, P. Panchayet</i>	...	52
<i>Janaki Nath</i>	...	<i>Srikola</i>	...	<i>Sripur</i>	...	<i>Talukdar</i>	...	48
<i>" Manmatha Nath</i>	...	<i>Purba Srikola</i>	...	<i>do.</i>	...	<i>ditto</i>	...	27
<i>Shashi Pada</i>	...	<i>Huriagram</i>	...	<i>Narail</i>	...	<i>Contractor</i>	...	37
<i>Belatali</i>	...	<i>Dakhalpur</i>	...	<i>Harinakundu</i>	...	<i>Jotedar</i>	...	40
<i>" Fazleuddin</i>	...	<i>Narikelbaria</i>	...	<i>Jhenidah</i>	...	<i>do</i>	...	55
<i>" Golam Rabbani</i>	...	<i>Chandpara</i>	...	<i>Kaliganj</i>	...	<i>Gantidar</i>	...	40
<i>" Puti Mamud</i>	...	<i>Patibilla</i>	...	<i>Chaugacha</i>	...	<i>Merchant</i>	...	51

Name of Inor.	Residence.	Thana.	Occupation.	Age.	Remarks.
B					
Biswas, Patu	... Uzirpur	... Chaugacha	... Talukdar	... 41	
" Meajan	... Bansberia	... Kotwali	... Merchant	... 45	
" Rahim Bux	... Haisa	... ditto	... ditto	... 45	
" Muhammad Kimu	... Korchia	... ditto	... ditto	... 46	
" Azibor	... Narangali	... ditto	... ditto	... 36	
" Hachim	... Bagama	... ditto	... ditto	... 33	
" Pulin Bihari	... Titurkandi	... Alfadanga	... Talukdar and Merchant	... 41	
" Nagendra Nath	... Patna	... Kalia	... Gantidar	... 40	
" Jegendra Nath	... Harishpur	... Harinakundu	... Jotedar	... 40	
" Sriman Chaudra	... Bagachra	... ditto	... Gantidar	... 55	
" Golam Ali	... Ambicapur	... Bongaon	... Landholder	... 54	
" Golam Moula	... Sundarpur	... Mohespur	... Zamindar	... 48	
" Abdul Aziz	... Narapur	... ditto	... Gantidar	... 42	
" Rasik Lal	... Sonakur	... Jhikargacha	... ditto and Nab	... 46	
" Afeluddin	... Mobarakpur	... ditto	... Gantidar	*41	
" Manik	... Dhopakhola	... Kotwali	... ditto	... 35	
" Mahatapuddin	... Teshoria	... ditto	... ditto	... 38	
" Manik	... Paikpara	... Bhagerpara	... Jotedar	... 40	
" Samiraddi	... Gobindapur	... Harinakundu	... Gantidar	... 41	

C

"	Nibaran Chandra	...	Shearbor	...	Lohagara	...	ditto	...	10
"	Mongal Jan	...	Dhopakhola	...	Kotwali	...	ditto	...	42
"	Chakladar, Osman	...	Madghopa	...	Kotwali	...	Gantidar	...	42
"	Chakravarti, Latit Mohan	...	Hogladanga	...	Sripur	...	Talukdar	...	43
"	Pulin Chandra	...	Naubhangha	...	Mamudpur	...	Gantidar	...	45
"	Mahim Chandra	...	Boyra	...	Sailkopa	...	Pensioner and Naib	...	52
"	Upendra Nath	...	Purakhali	...	Abhaynagar	...	Landholder	...	47
"	Kedar Nath	...	Lakshipura	...	Lohagara	...	ditto	...	53
"	Durga Das	...	Sukhalara	...	Abhaynagar	...	ditto	...	47
"	Panchanan	...	Dhulgram	...	ditto	...	Teacher	...	54
"	Bipin Bihari	...	Joynagar	...	Naraganti	...	Talukdar	...	44
"	Gopal Lal	...	Dongaghata	...	Keshabpur	...	Landholder	...	48
"	Mati Lal	...	Dhulgram	...	Abhaynagar	...	Talukdar	...	48
"	Nibaran Chandra	...	Kalia	...	Kalia	...	ditto	...	48
"	Kali Nath	...	Abhaynagar	...	Abhaynagar	...	ditto	...	31
"	Hriday Nath	...	Joynagar	...	Naraganti	...	ditto	...	52
"	Tara Prasanna	...	Panjia	...	Keshabpur	...	ditto	...	33
"	Bijay Madhab	...	Mangolkote	...	ditto	...	ditto	...	38
"	Natabar	...	Ghatbaor	...	Bongaon	...	Tejarati	...	58
"	Satish Chandra	...	Gloperghat	...	Nawpara	...	Landholder	...	38

Name of Juror.

Residence.

Thana.

Remarks.

Age.

Occupation.

C

Chakravarti, Ashutosh	... Panchakori	... Manirampur	... Landholder	... 37
" Panchanan	... Dogachia	... Kotwali	... ditto	... 38
" Rasik Lal	... Kulsur	... Kalia	... Gantidar	... 46
" Ashutosh	... Lohagara	... Lohagara	... Head Master, Lakshipa H. E. School.	49 B.A.
" Madhab Chandra	... Harisankarpur	... Jhenidah	... Jotedar	... 42
Chandra, Rasik Lal	... Nischindapur	... Kaliganjia	... Landholder	... 36
Bijoy Gopal	... Majhiali	... Moniram pur	... Gantidar	... 35
" Ram Chandra	... Baruihuda	... Sailkupa	... Jotedar	... 39
Chatarji, Hira Lal	... Majpara	... Narail	... Landholder	... 46
" Prio Nath	... Ohhagoria	... Bangaon	... Gantidar	... 59
" Ban Bihari	... Choubaria	... ditto	... ditto	... 33
" Satish Chandra	... Jadabpur	... Maheshpur	... ditto	... 45
" Siba Prosad	... Ichapur	... Gaighatia	... ditto	... 35
" Saraj Bhushan	... Sadhuhati	... Jhenidah	... ditto	... 38
" Mati Lal	... Itna	... Lohagara	... Talukdar	... 47
" Upendra Nath	... Mallickpur	... do.	... Jotedar	... 45
" Kali Prasanna	... Nawpara	... Nawpara	... Naib	... 34
" Satindra Nath	... Abhaynagar	... Abhaynagar	... Gantidar	... 37
" Sasti Charan	... Naranpur	... Jhenidah	... ditto	... 40

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" Sutya Charan	... Kotechandpur	... Kotechandpur	... Manager for Mr. MacLeod	... 27
" Nagendra Nath	... Amjhata	... Manirampur	... Gantidar	... 32
" Natabar	.. Bharatpur	... ditto	... ditto	... 46
" Chandra Kanta	... Hanchla	.. Kalia	... ditto	... 51
" Makhan Lal	... Gilapole	... Sarsa	... ditto	... 26
" Gopal Chandra	... Ramchandrapur	... Bagherpara	... ditto	... 42
Chaudhuri. Jatindra Nath	... Panchpota	... Gaighatta	... Tejarati	... 36
" Manindra Nath	... Dhulanî	... Changacha	... Talukdar	... 32
" Jatindra Nath	... Benipur	... Sailkupa	... Landholder	... 45
" Rasik Lal	... Nisbehindapur	... Kaliganj	... ditto	... 35
D				
Dafadar, Abdul	... Sagenna	... Jhenidah	... Jotedar	... 40
Das, Srish Chandra	... Solemanpur	... Kotechandpur	... Merchant	... 49
" Atal Bihari	... ditto	... ditto	... ditto	... 44
" Rajendra	... Kalia	... Kalia	... Gantidar	... 56
" Manindra Nath	... Mithapur	... Alfadanga	... Talukdar	... 38
" Upendra Nath	... Bhawkhali	... Narail	... Gantidar	... 34
" Mahim Chandra	... Lanjhani	... Jhikargacha	... ditto	... 55
" Ramendra Nath	... Mulgram	... Keshabpur	... Merchant	... 52
" Ramesh Chandra	... Amalsar	... Sripur	... Talukdar and Medical practitioner	... 27
Das Gupta, Jnanendra Kanta	... Ramnagar	... Kalia	... Landholder	... 46

Name of Inor.	Residence.	Thana.	Occupation.	Age.	Remarks.
D					
Das Gupta, Indu Bhushan	... Magura	... Magura	... Teacher	29	
" Kartic Prašanna	... Choto Kalia	... Kalia	... Gantidar	...	...
" Aswini Kumar	... Jhikergacha	... Jhikergacha	... Naib	35	
" Rasik Lal	... Baro Kalia	... Kalia	... Teacher	54	
Priya Nath	... Benda	... do	... Ganitdar	54	
" Harish Chandra	... Baro Kalia	... do	... Talukdar	50	
" Satish Chandra	... Nawpara	... Nawpara	... Kaviraj	52	
" Adhar Ghanda	... Jamla	... Manirampur	... Shopkeeper	40	
Datta, Bipin Bihari	... Narail	... Narail	... Dewan, Narail Estate	55	
" Hriday Krishna	... do	... do	... Sub-Manager, Narail Estate	50	
Rajendra Nath	... Itna	... Lohagara	... Landholder	52	
" Nityananda	... Trimohini	... Keshabpur	... ditto	40	
" Panchanan	... Ballah	... Jhinkergacha	... Tenure-holder	38	
Indu Bhushan	... Ghoragacha	... Kotwali	... Moneylender	37	
" Hazari Lal	... Sajiali	... do	... Merchant	43	
" Ram Gopai	... Fatepur	... do	... ditto	42	
" Manindra Nath	... Dhopadi	... Nawapara	... Gantidar	30	
" Bani Kant	... Paikpara	... Abhoynagar	... ditto	46	
" Akhay Kumar	... Kelna	... Lohagara	... ditto	42	

" Satis Chandra	... Nirbishkhola	... Jagadanandakati	... Jhikargacha	... ditto	...	40
" Surendra Nath	... ditto	... ditto	... ditto	...	36	
" Jatindra Nath	... Ganganandapur	... ditto	... ditto	...	31	
" Bhupati Charan	... Rajarampur	... Magura	... Jotedar	...	31	
" Durga Padat	... Ichhapur	... Gaighatta	... Landholder	...	48	
" Surendra Nath	... Nireishkhola	... Jhikargacha	... ditto	...	37	
" Dina Nath	... Kotechandpur	... Kotechandpur	... Merchant	...	35	
" Kiran Chandra	... Monokhali	... Salikha	... Landholder	...	44	
" Bhudeb Chandra	... Gourighona	... Keshabpur	... Gantidar and Talukdar	...	38	
" Surjya Kanta	... Kurigram	... Narail	... Superintendent, Narail Estate	...	42	
De, Amrita Lal	... Sahebati	... Kotwali	... Moneylender	...	48	
" Kumar Nath	... Maheshpur	... Maheshpur	... Merchant	...	40	
Deb Roy, Girija Bhusan	... Naldanga	... Kaliganj	... Zamindar	...	50	
" Sailendra Kumar	... Chhanda	... Salikha	... ditto	...	35	
Dhar, Mammatha Nath	... Solakhada	... Manirampur	... Gantidar	...	37	
" Sharat Chandra	... ditto	... ditto	... ditto	...	47	
" Chandra Bhusan	... ditto	... ditto	... ditto	...	32	
" Keshabblal	... Adadanga	... Salikha	... ditto	...	48	

Gangali, Ananga Mohan	... Itna	... Lohagara	... Landholder
" Bijay Chandra	... Gurjanagar	... Kaliganj	... Zamindar

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Remarks.
G					
Ganguli, Harendra Nath	... Joynagar	... Naraganti	... Moneylender	29	...
Gazi, Asmatulla	... Monoharpur	... Manirampur	... Gantidar	34	...
" Mohamed Ali	... Dholuitola	... Lohagara	... ditto	45	...
Ghosh, Hira Lal	... Baghutia	... Abhaynagar	... ditto	50	...
" Satish Chandra	... ditto	... ditto	... ditto	42	...
" Roma Nath	... ditto	... ditto	... Talukdar	48	...
" Abinash Chandra	... ditto	... ditto	... ditto	50	...
" Nirod Krishna	... ditto	... ditto	... ditto	32	...
Panchanan	... Jamalpur	... Bagherpara	... Gantidar	35	...
" Narendra Nath	... Radhanagore	... ditto	... ditto	30	...
" Jnanendra Nath	... Baghutia	... Abhaynagar	... ditto	45	...
" Rajendra Nath	... Nandigram	... Alfadanga	... Jotedar	50	...
" Sharat Chandra	... Gorepara	... Sarsa	... Landholder	46	...
" Khetra Nath	... Aripur	... Kotwali	... ditto	41	...
" Srish Chandra	... Baghutia	... Abhaynagar	... Talukdar	35	...
" Brojendra Nath	... ditto	... ditto	... Zamindar	37	...
" Keshab Lal	... Magura	... Jhinkergacha	... Manager, Magura Zamindar	40	...
" Pramatha Nath	... Chapali	... Kaliganj	... Talukdar	42	...
" Purna Chandra	... Sanko	... ditto	... ditto	41	...

"	Panchanan	... Mangalpoita	... ditto	...	ditto	...	ditto	...	35
"	Kunja Bihari	... Maheshkhola	... Narail	...	ditto	...	ditto	...	52
"	Chuni Lal	... Benagdi	... Abhaynagar	...	Landholder	...	Landholder	...	39
"	Surendra Nath	... Majitpur	... Keshabpur	...	ditto	...	ditto	...	30
"	Bidhu Bhushan	... Baghutia	... Abhaynagar	...	ditto	...	ditto	...	39
"	Srish Chandra	... Basundia	... Kotwali	...	Merchant	...	Merchant	...	38
"	Hari Mohan	... Narendrapur	... ditto	...	Gantidar	...	Gantidar	...	37
"	Prasanna Kumar	... Ramkristapur	... Bagherpara	...	ditto	...	ditto	...	40
"	Jatindra Nath	... Konoijpur	... Kotwali	...	ditto	...	ditto	...	31
"	Lalit Mohan	... Punjia	... Keshabpur	...	ditto	...	ditto	...	36
"	Shashi Bhushan	... Kaemkhola	... Manirampur	...	ditto	...	ditto	...	47
"	Hira Lal	... Solokhanda	... ditto	...	ditto	...	ditto	...	47
"	Chiranjib	... Tularampur	... Narail	...	ditto	...	ditto	...	45
"	Bankim Chandra	... Poschima	... Bagherpara	...	ditto	...	ditto	...	34
"	Mrinal Kanti	... Ramkrishtapur	... ditto	...	ditto	...	ditto	...	35
"	Surendra Nath	... Dantia	... Sailkupa	...	Jotedar	...	Jotedar	...	32
"	Debendra Nath	... Chanchuri	... Narail	...	Gantidar	...	Gantidar	...	37
"	Sib Nath	... Talsar	... Kotechandpur	...	ditto	...	ditto	...	42
"	Purnendu Nath	... Durbadanga	... Manirampur	...	ditto	...	ditto	...	34
"	Kedar Nath	... Bagdanga	... Kotwali	...	Naib	...	Naib	...	41
"	Dwarika Nath	... Soorbor	... Lohagara	...	Landholder	...	Landholder	...	47

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Remarks.
G					
" Ghosh, Ganesh Chandra	... Kalagachi	... Lohagara	... Land-holder	... 34	
" Bimala Kumar	... Basuari	... Bagherpara	... ditto	... 38	
" Souresh Chandra	... Afra	... Changacha	... ditto	... 28	
" Manmatha Nath	... Gopesana	... Keshabpur	... ditto	... 35	
" Ram Chandra	... Majitpur	... ditto	... ditto	... 54	
" Anukul Chandra	... Mangalkote	... ditto	... ditto	... 35	
" Nepal Chandra	... Narail	... Narail	... Naib	... 52	
" Pramatha Bhushan	... Chandpur	... Bagherpara	... Talukdar	... 29	
" Kunja Bihari	... Raghunathpur	... Harinakundu	... Gantidar	... 58	
" Hrishikesh	... Bhadrabila	... Narail	... Cashier, Hatbaria	... 43	
" Upendra Nath	... Lauri	... Manirampur	... Doctor	... 28	
" Annada Prasad	... Dumria	... Jhikargacha	... Gantidar	... 40	
" Shital Chandra	... Bidyanandakati	... Keshabpur	... ditto	... 55	
" Purna Chandra	... Now Basuria	... Bagherpara	... ditto	... 38	
" Jnanendra Nath	... Afra	... Narail	... ditto	... 30	
Ghoshal, Dakhina Ranjan	... Ghoshnagar	... Bagherpara	... ditto	... 45	
" Mahitosh	... Sauchadanga	... Mahespur	... Talukdar	... 45	
" Pulin Bihari	... Benagdi alias Adilpur	Abhyanganagar	... Money-lender	... 51	
Goswami, Bankabihari	... Abhaynagar	ditto	... Jotedar	... 41	

"	Trailakya Nath	...	Sarsuna	...	Salikha	...	Priest and Money-lender	...	56
Gaha, Hari Charan		...	Fatehpur	...	Kotwali	...	Gantidar	...	41
Guha Chaudhuri, Tarak Nath		...	Ropashaa	...	Lohagara	...	Talukdar	...	47
Guha Ray, Sailaja Nath		...	Kalicharanpur	...	Jhenidah	...	Gantidar	...	35
Gupta, Jogesh Chandra		...	Magura	...	Magura	...	Jotedar	...	48
" Kshitindra Nath		...	Keshabpur	...	Keshabpur	...	Kaviraj	...	30
H									
Haldar, Mammatha Nath		...	Mandardanga	...	Keshabpur	...	Talukdar	...	54
" Ananta Behari		...	Subalkati	...	Manirampur	...	Land-holder	...	32
" Pradyot Kumar		...	Saruppur	...	Kaliganj	...	Naib	...	30
" Upendra Nath		...	Nehalpur	...	Manirampur	...	Talukdar	...	44
" Dwijendra Nath (Kabyatirtha) Harokhali		...	ditto	...	ditto	...	Head pandit, H. E. School	...	35
" Amrita Lal		...	Bijoyrampur	...	ditto	...	ditto	...	47
" Jadau Nath		...	Nehalpur	...	ditto	...	ditto	...	42
" Upendra Nath		...	Bhulat	...	Sarsa	...	Zamindar	...	47
Hara Chaudhuri, Kedar Sankar		...	Ramnagar	...	Kalia	...	Talukdar	...	41
Huq, Mazharul		...	Rampur	...	Sarsa	...	Landowner	...	35
Hazi, Isalamuddin		...	Peruli	...	Abhaynagar	...	ditto	...	48
J									
Joardar, Elahi Baksha		...	Periopur	...	Kaliganj	...	Gantidar	...	50
" Khorshed Ali		...	Sura	...	Harinakunda	...	ditto	...	53

Name of Juror.	Residence.	Tlana.	Occupation.	Age.	Remarks.
J					
Joardar, Mudin	... Dhefalbari	... Jhenidah	... Gantidar	... 41	
,, Jogendra Nath	... Rishkhali	... Harinakundu	... ditto	... 32	
,, Ahmed Ali	... Sura	... ditto	... ditto	... 30	
K					
Kazi, Abdul Jabbar	... Sibanandapur	... Narail	... Jotedar	... 50	
,, Amanatulla	... Shaikhatti	... Kotawali	... Gantidar	... 41	
,, Habibar Rahaman	... Mahmudpur	... Mahmudpur	... Talukdar	... 42	
,, Khorshed Ahmed	... Altapole	... Keshabpur	... Pandit	... 35	
,, Abdur Rauf	... Srirampur	... Kotechandpur	... Landowner	... 38	
,, Abdus Sukur	... Ramanandakati	... Salikha	... Gantidar	... 46	
Khan, Abdur Bahim	... Pattanpara	... Sailkupa	... Talukdar	... 35	
,, Tofal	... Bhandarkola	... Keshabpur	... ditto	... 48	
,, Ali Ahmad	... Mirzapur	... Abhaynagar	... Headmaster, M. E. School	... 53	
,, Abdus Samad	... Galimpur	... Kotechandpur	... Talukdar	... 24	
,, Ebadiat Ali	... Panial (Panail)	... Altadanga	... Gantidar	... 34	
,, Alep	... Kamanna	... Sailkupa	... Jotedar	... 50	
Khondakar, Abdul Aziz	... Kushshabaria	... Jhenidah	... Gantidar	... 55	
,, Ismail Hossain	... Nariddia	... ditto	... ditto	... 50	

"	Abini Motin	...	Muzgunni	...	Monirampur	...	Landholder	...	30
Kandu, Kedar Nath		...	Safalkati	...	Keshabpur	...	Gantidar	...	35

L

Lahiri, Trailokya Nath
...

	Harindi	...	Sripur	...	Pensioner	...	57
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M

Mahammad Jharu Biswas

"	Abdul Gani	...	Chalsia	...	Nawapara	...	Gantidar	...	42
"	Ismail Biswas	...	Muradgarh	...	Alfaddanga	...	ditto	...	37
"	Hossain	...	Magura	...	Nawpara	...	ditto	...	45
"	Munshi Kanoo Sardar	...	Peruli	...	Abhaynagar	...	ditto	...	29
"	Hatem Ali Biswas	...	Kubirbhita	...	Bagharpara	...	ditto	...	38
"	Majhi, Jahar Ali	...	Bhatai	...	Sailkupa	...	ditto	...	32
"	Dudu	...	Babra	...	Kalia	...	Talukdar	...	45
"	Abdur Razzak	...	Srirampur	...	Alfaddanga	...	Gantidar	...	50
Mir, Golam Kabaria		...	Kalabaria	...	Naraganti	...	ditto	...	43
"	Suratjan	...	Bhutiarganti	...	Jhenidah	...	ditto	...	30
"	Atawar Rahman	...	Nagar Chaprail	...	Kaliganj	...	Jotedar	...	41
"	Ear Ali	...	Panisara	...	Jhikergachha	...	do	..	41
			Sidhipasha	...	Abhaynagar	...	do	...	49
			Basundia	...	Kotwali	...	Merchant	...	46

Name of Juror.	Residence.	Thana.	Occupation.	Age	Remarks.
Mir, Ranshan Ali	... Rahimpur	... Harinakundu	... Talukdar	... 31	
„ Khorshed Ali	... Bhaina	... ditto	... ditto	... 40	
Mirdha, Mahinddin	... Bidyadhar	... Alfadanga	... Gantidar	... 31	
Misra, Sati Nath	... Samta	... Sarsa	... Landholder	... 37	
Mitra, Jadu Gopal	... Gautali	... Maheshpur	... Zamindar	... 35	
„ Ambika Charan	... Inaitpur	... Jhenidah	... Talukdar	... 45	
„ Satis Chandra	... Nityanandapur	... Sailkupa	... Landholder	... 33	
„ Jnanendra Nath	... Mitrasingh	... Kotowali	... Gantidar and Naib	... 28	
„ Sarat Chandra	... Radhanagar	... Bagherpara	... Jotedar	... 55	
„ Rajendra Lal	... Nebutala	... Kotwali	... Gantidar	... 43	
„ Jnanendra Nath	... ditto	... ditto	... ditto	... 35	
„ Jogendra Prosad	... Chandani	... Mamudpur	... Talukdar	... 54	
„ Natabar	... Rajapur	... Sripur	... Jotedar	... 37	
„ Nalini Kanta	... Karora	... Narail	... Talukdar	... 35	
„ Rakhal Das	... Sirajkati	... Nawapara	... Landholder	... 52	
„ Sri Nath	... Karora	... Narail	... Talukdar	... 31	
„ Atul Chandra	... Salikha	... Kaliganj	... Landholder	... 38	
„ Kedareswar	... Khalkula	... Do.	... Talukdar	... 52	
„ Jamini Kanta	Kotechandpur	Kotechandpur	Landholder	... 36	

" Aswini Kumar	... Mitrasinga	... Kotwali	... Naib	... 31
" Keshab Lal	... Mobarakpur	... Manirampur	... Gantidar	... 42
" Jatindra Nath	... Durbanagar	... ditto	ditto	... 35
" Rai Charan	... Hakoba	... ditto	ditto	... 47
" Surendra Nath	... Dhulgram	... Abhaynagar	... Talukdar	... 47
" Sarada Kanta	... Madhyapur	... ditto	Landholder	... 42
" Hemanta Kumar	... Bhadrabila	... Narail	President, Panchayet	... 51
" Bijay Chandra	... Rajghat	... Nawapara	... Talukdar	... 51
Molla, Joynal	... Hamirhati	... Harinakundu	... Naib	... 45
" Abdul Samad	... Lahuria	... Lohagarah	Jotedar & C. P.	... 35
" Saffinddin	... Pannil	... Alfadanga	... Landholder	... 49
" Abdul Karim	... Katoli	... Salikha	Jotedar	... 42
" Abdul Aziz	... Masindia	... Narail	ditto	... 32
" Baser	... Bistupur	... Kalia	ditto	... 49
" Wahed	... Jugni	... Salikha	ditto	... 45
" Abdul Gaffur	... Gharera	... Abhaynagar	Landholder	... 42
" Nasim Ahmed	... Pateswari	... ditto	Jotedar	... 32
" Fazel	... Peruli	... ditto	Landholder	... 47
" Tajeruddin	... Charkhada	... Narail	Gantidar	... 45
" Moomijaddin	... Basudebpur	... Jhenidah	Jotedar	... 48
" Abdul Hakim	... Kanchanpur	... ^a Kalia	ditto	... 60

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Remarks.
M					
Mondal, Taleb Ali	... Erenda	Kotwali	Merchant	56	
" Khudiram Kundu	... Andulbaria	Bagherpara	Gantidar	40	
" Bhuban	... Gotepara	Sarsa	do	40	
" Wased Ali	... Media	Bongaon	Money-lender	34	
" Behari Lal	... Malgram	Keshabpur	Gantidar	39	
" Hormot	... Kristapur	Sarsa	do	35	
Maulik, Binod Behari	... Chaugacha	Chaugacha	do	50	
Maulvi Shafuddin Molla	... Buraich	Alfadanga	Zamindar	50	
" Reajuddin Ahmed	... Muigunni	Monirampur	Landholder and Priest	35	
" Hossain Sikdar	... Peruli	Abhaynagar	Landholder	57	
" Abdur Rahman	... Hida	ditto	Gantidar	35	
" Modasser Hossain	... Mirzapur	ditto	Headmaster, H. E. School	29	
Eusofuddin	... Kasipur	Monirampur	Gantidar	37	
" Motiar Rahman Biswas	... Bathangachi	Moheshpur	Merchant	42	
" Abdul Matin	... Sidhipasa	Abhaynagar	Gantidar	39	
" Md. Musa	... Keuria	Jhinkergacha	do	55	
" Abdus Sukur	... Tagarbandh	Alfadanga	do	45	
" Umedali	... Galgalia	Bagherpara	do	32	
" Mahabur Rahaman	... Babukhali	do	do	40	

Mazumdar, Bebin Behari	... Bara Kalia	... Kalia	... Talukdar	... 56
" Upendra Nath	... Fatehpur	... Chaugacha	... Jotedar	... 32
" Satya Charan	... Depara	... Abhaynagar	... Gantidar	... 38
" Nibaran Chandra	... Brahmapur	... Manirampur	... do	... 52
" Sasadhar	... do	... do	... do	... 31
" Sital Chandra	... Shbnagar	... Kaliganje	... do and teacher	... 36
" Devendra Nath	... Nandual	... Magura	... Talukdar	... 56
" Nagendra Nath	... Aria	... Jhenidah	... Gantidar	... 32
" Rameswar	... Pabhati	... do	... do	... 46
" Phani Bhusan	... do	... do	... do	... 44
" Paresh Nath	... Sailkupa	... Sailkupa	... Teacher	... 50
" Srinath	... Lohagara	... Lohagara	... Talukdar	... 50
" Fazlul Huq	... Rastampur	... Bagherpara	... Jotedar	... 45
" Bhola Nath	... Lohagara	... Lohagara	... Teacher	... 25
" Abinash Chandra	... Dhakuria	... Manirampur	... Gantidar	... 48
" Hridoy Bhusan	... Magura	... Nawapara	... do	... 35
" Kalikanta	... Brahmapur	... Manirampur	... do	... 45
" Pishnu Das	... do	... do	... Talukdar	... 40
Mukharji, Gridhar	... Kundashi	... Lohagara	... Landholder	... 47
" Prokash Chandra	... Lakhipasha	... do	... do	... 50
" Monindra Bhusan	... Samkurh	... Maheshpur	... do	... 36

Name of Jnor.	Residence.	Thana.	Occupation.	Age.	Remarks.
M					
Mukharji, Sita Nath	... Ghoshnagar	... Bagherpara	... Jotedar	...	42
" Amarendra Nath	... Naldanga	... Kaliganj	... Talukdar	...	37
" Amaresh Chandra	... Ganjanagar	... do	... Secretary to the Naldanga Estate	36	
" Phani Bhushan	... Harisankarpur	... do	... Landholder	...	32
" Bhupendra Nath	... Bankira	... Jhenidah	... ditto	...	36
" Nalini Bhushan	... Kola	... Kaliganj	... ditto	...	32
" Satya Charan	... Kamalpur	... Kotwali	... Gantidar	...	36
" Sahay Hari	... Akaipur	... Bongaon	... ditto	...	53
" Sarat Chandra	... Hariharnagar	... Mahmudpur	... ditto	...	36
" Charu Chandra	... Chandra	... Salikha	... Talukdar	...	28
" Boroda Prosad	... Isapur	... Gaighatta	... Zamindar	...	32
" Panchanan	... Jaleswar	... ditto	... Landowner	...	30
" Rash Behari	... Joydia	... Kotchandpur	... ditto	...	50
" Sudhir Nath	... Maheshpur	... Maheshpur	... Landholder	...	25
Munshi, Menajuddin	... Parnandail	... Magura	... Gantidar	...	60
" Hanefuddin Ahmed	... Khajura	... Jhenidah	... Landholder	...	38
" Abdul Hamid	... Hatfajilpur	... Sailkupa	... Jotedar	...	40
" Bhajandi	... Harishpur	... Harinakundu	... ditto	...	50
" Bazle Rahman Biswas	... Malanchi	... Bagherpara	... ditto	...	46

"	Shakatulla Sardar	...	Kubirbhita	...	ditto	...	Gantidar	...	32
"	Anukul Chandra	...	Chaugachi	...	Sripur	...	Talukdar	...	36
"	Golam Hossain	...	Benipur	...	Jhenidah	...	Teacher	...	37
"	" Rahman	...	Manoharpur	...	Sailkupa	...	* Landholder	...	42
"	Abdus Samad	...	Ramchandrapur	...	Narail	...	Talukdar	...	45
"	Abdul Matin	...	Ghaga	...	Lohagarah	...	Gantidar and Naib	...	45
"	Tarafudain	...	Kusabaria	...	Jhenidah	...	Gantidar	...	30
"	Mosaleddin Sardar	...	Palsi	...	Manirampur	...	ditto	...	44
"	Abdur Samad	...	Deapara	...	Kotwali	...	ditto	...	34
"	Ebadulla Mandal	...	Ghiba	...	Manirampur	...	ditto	...	51
"	Nesaruddi Sardar	...	Khalsi	...	Bagherpara	...	ditto	...	39
"	Menajuddin	...	Paschima	...	ditto	...	ditto	...	45
"	Ali Hussain	...	Kasimpur	...	Manirampur	...	ditto	...	43
"	Aminuddin Ahmad	...	Alaipur	...	Magnra	...	ditto	...	48
"	Ajijar Rahman	...	Nakoil	...	do	...	ditto	...	34
"	Abdus Samad	...	Bairpasa	...	Lohagara	...	Pensioner	...	59
"	Abdul Gafur	...	Goalhuda	...	Mahespur	...	ditto	...	34
"	Abdul Wased Sadar	...	Gualkhola	...	Nawpara	...	Gantidar	...	45
"	Fack Ali	...	Panchuria	...	Lohagara	...	Talukdar	...	38
"	Raihanuddin	...	Chandpur	...	Bagherpara	...	Gantidar	...	45

Name of Juror	Residence	Thana	Occupation	Age,	Remarks
N					
Nandi, Banamali	... Garapota	... Bengaon	... Gantidar	... 42	
" Srish Chandra	... Rajapur	... Sripur	... Talukdar	... 43	
" Sonatan	... Kotechandpur	... Kotechandpur	... Merchant	... 46	
Nag, Sita Nath	... Bongram	... Mahmudpur	... Gantidar	... 40	
Nath, Amrita Lal	... Chinitola	... Manirampur	... ditto	... 42	
P					
Pal, Ambika Charan	... Binodpur	... Mahmudpur	... Teacher	... 54	
" Shyama Charan	... Nawpara	... Godkhali	... Retired Deputy Postmaster	... 52	
Pal Chaudhuri, Nalini Kanta	... Sripur	... Sripur	... Talukdar	... 40	
" Aghore Nath	... Sultanpur	... Kotwali	... Gantidar	... 47	
Pandey, Bhudhar Chandra	... Kaiba	... Sarsa	... Landowner	... 39	
Pandit, Golam Sawar	... Kola	... Lohagara	... School Pandit	... 45	
Pradhan, Bhut Nath	... Samta	... Sarsa	... Zamindar	... 28	
Pramanik, Banachari	... Patibila	... Chougacha	... Talukdar	... 46	
" Kishori Lal	... Alampur	... Maheshpur	... Landowner	... 55	
R					
Raha, Upendra Nath	... Barasia	... Magura	... Jotedar	... 30	
" Satis Chandra	... Kadirpara	... Nawapara	... Gantidar	... 40	

"	<i>Manindra Nath</i>	...	Fatepur	...	Kotwali	...	ditto	...	35
Ray, Upendra Nath	...	Auria	...	Narail	...	Landholder	...	48	
" Ganga Charan	...	Raipur	...	Naragati	...	Tejarati	...	43	
" Bidhu Bhusan	...	Barabdal	...	Magura	...	Jotedar	...	56	
" Purna Chandra	...	Satokhali	...	Salikha	...	do.	...	40	
" Dhanapati	...	Rakra	...	Kaliganj	...	Talukdar	...	35	
" Surendra Nath	...	Barat	...	ditto	...	ditto	...	35	
" Basanta Kumar	...	Ghasiara	...	Sripur	...	ditto	...	29	
" Satis Chandra	...	Ghoja	...	Gaighata	...	Landholder	...	48	
" Manmatha Bhusan	...	Kasimpur	...	Keshobpur	...	ditto	...	28	
" Amrita Lal	...	Jhampa	...	Manirampur	...	ditto	...	52	
" Hira Lal (Sardar)	...	Goaldah	...	ditto	...	ditto	...	34	
" Hari Mohan	...	Sonataapur	...	Harinakundu	...	Jotedar	...	46	
" Jogenra Nath	...	Harinakundu	...	ditto	...	ditto	...	29	
" Nripendra Nath	...	Tailkupi	...	Bagherpara	...	Zamindar	...	32	
" Akhay Kumar	...	Raipur	...	Naraganti	...	Talukdar	...	39	
" Tara Prasanna	...	Suti	...	Gaighata	...	Tejarati	...	35	
" Jogobandhu	...	Mahammadpur	...	Mahammadpur	...	Talukdar	...	33	
" Jagat Prasanna	...	Suti	...	Gaighata	...	Tejarati	...	48	
" Sarba Chandra	...	Dhuiliani	...	Chougacha	...	Gantidar	...	56	
" Satis Chandra	...	Bodkhana	...	Jhikargacha	...	Zamindar	...	39	

Name of Juror.	Residence.	Thana.	Occupation.	Age.	Remarks.
					R
Ray, Debendra Nath	... Srirampur	... Jhikargacha	... Landholder	... 46	
,, Kenaram	... Sashadanga	... Gaighata	... ditto	... 38	
,, Nepal Chandra	... Bevagdi	... Abhaynagar	... ditto	... 54	
,, Amrita Lal	... Auria	... Narail	... Professor, Narail Vic. Coll.	... 60	
” Manindra Nath	... Kurigram	... do.	... Talukdar	... 45	
” Kali Prasanna (<i>Rai Sahib</i>)	... Satrujitpur	... Magura	... Pensioner	... 59	
,, Hem Chandra	... Strikole	... Sripur	... Jotedar	... 44	
,, Jogendra Narayan	... Chanchra	... Kotwali	... Zamindar	... 43	
Ray Chaudhuri Kamal Chandra	... ditto	... Maheshpur	... ditto	... 44	
” Ananda Mohan	... Abinash Chandra	... ditto	... ditto	... 45	
” Profulla Ohandra	... Joydia	... Kotchandpur	... Editor, Jessore Patrika	... 39	
” Lal Mohan	... Shekhati	... Narail	... Zamindar	... 46	
” Amaresh Chandra	... Baloramnagar	... Kotchandpur	... Zamindar	... 34	
					S
Sadhu Khan, Uma Charan	... Ballamukh	... Bagherpara	... Jotedar	... 43	
” Sita Nath	... Muktarpur	... Manirampur	... Talukdar	... 49	

<i>Shaba, Dharami Dhar</i>	...	Garibpur	...	Chaugacha	...	Merchant	...	56
" Rajendra Nath	...	Karimpur	...	Bagherpara	...	Talukdar	...	45
" Ram Chandra	...	Sailkupa	...	Sailkupa	...	Merchant	...	40
" Jogendra Nath	...	Khanpur	...	Maheshpur	...	ditto	...	30
" Lakhi Kanta	...	Kharincha	...	ditto	...	ditto	...	45
" Shyam Lal	...	Dhonda	...	Narail	...	Talukdar	...	38
<i>Sanyal, Prafulla Kumar</i>	...	Jagdal	...	Magura	...	Jotedar	...	38
" Satish Chandra	...	Kandabila	...	Maheshpur	...	Doctor	...	38
<i>Sardar, Ensaaf Ali</i>	...	Solemanpur	...	Kotechandpur	...	Gantidar	...	37
" Ayub Hossain	...	ditto	...	ditto	...	ditto	...	28
<i>Arshadali</i>	...	Perkalinagar	...	Sripur	...	Jotedar	...	36
" Abdul Latif	...	Balidah	...	Manirampur	...	Gantidar	...	44
" Gairatulla	...	Dholingati	...	Nawapara	...	ditto	...	42
" Alek	...	Joypur	...	Manirampur	...	ditto	...	52
" Bazley Rahman	...	Hazirbag	...	Jhikargacha	...	ditto	...	36
" Chand	...	Kalikapur	...	Chaugacha	...	ditto	...	57
" Ahed	...	Patingali	...	Kotwali	...	ditto	...	42
" Lal Mahmud	...	Char Narandia	...	Mamudpur	...	Jotedar	...	40
<i>Sarkar, Kali Prasanna</i>	...	Lohagara	...	Lohagara	...	Landholder	...	41
" Mohini Mohon	...	Kola	...	ditto	...	Gantidar	...	37
" Akhay Kumar	...	Lahuria	...	ditto	...	Landholder	...	46

Name of Juror.

Thana.

Residence.

Remarks.

Age.

Occupation.

S

Sarkar, Mati Lal	... Lohagara	... Lohagara	... Talukdar	... 37
" Nishi Kanta	... Tota khole	... ditto	... Trader	... 36
" Dhirendra Nath	... Raigram	... Magura	... Jotedar	... 33
" Kedar Nath	... Bongram	... do	... Talukdar	... 33
" Sisir Kumar	... ditto	... do	... ditto	... 55
" Upendra Nath	... Khasial	... Kalia	... Gantidar	... 36
" Rahini Kanta	... Kurandi	... Sripur	... Jotedar	... 31
" Kunja Bihari	... Shamkur	... Maheshpur	... Merchant	... 52
" Ashutosh	... Krishnapur	... Sailkupa	... Jotedar	... 45
" Pulin Bihari	... Bhaina	... Harinakundu	... ditto	... 49
" Bijay Gopal	... Jagdal	... Magura	... ditto	... 33
" Upendra Lal	... Satrujipur	... do	... ditto	... 59
" Gadadhar	... Solepar	... Narail	... Talukdar	... 45
" Jadab Chandra	... Alukdia	... Salikha	... Jotedar	... 57
" Jadunath	... Bunagati	... do	... ditto	... 57
" Kshetranath	... Itya	... Maniram pur	... ditto	... 47
" Sisubar	... Agorhati	... Keshabpur	... Gantidar	... 36
" Jogendranath	... Kotakhole	... Lohagara	... Talukdar	... 45
" Kalipada	... Harihora	... Sailkupa	... Jotedar	... 35

Sen, Manmohan	... Itna	... Lohagara	... Gantidar	42
" Kailash Chandra	... do	ditto	Teacher, Itna School	42
" Sarada Prasanna	... Chotakalia	Kalia	Talukdar	40
" Jnanendra Nath	... Barakalia	do	ditto	33
" Paresnath	... Dari Solai	Salikha	ditto	53
" Nitya Gopal	... Talkhari	ditto	ditto	48
" Jotindra Krishna	... Bagchar	Kotwali	Manager, Bugchar Estate	44
" Krishnalal	... Kotechandpur	Kotechandpur	Merchant	35
" Rajendra Nath	... Afra	Narail	Gantidar	35
" Chandra Nath	... Pachuria	Mahmudpur	ditto	46
" Panchanan	... Balla	Jhikargacha	ditto	35
" Manada Prasanna	... Jessor town	Kotwali	Head Clerk, Loan Co.	35
" Gupta, Ganga Charan	... Benda	Kalia	Retired Engineer	57
Siromoni, Ram Charan	... Deapara	Abhaynagar	Teacher	54
Sheikh, Abdul Gani	... Kalabaria	Naraganti	Gantidar	48
" Mobarak Hossain	... Nawagam	Narail	Jotedar	30
" Yakub Hossain	... Chancharia	do	Merchant	28
" Afabuddin Mea	... Keshabpur	Bagherpara	Gantidar	33
" Abdul Gafur	... Barandali	Keshabpur	Merchant and Pandit	40
" Munshi Aminuddin	... Datriapur	Narail	Gantidar	45



The Calcutta Gazette

WEDNESDAY, MARCH 16, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 8th March 1921.

SUMATRA, WEST COAST.

Pulo Pisang harbour and Kru Road—Amendments to chart.

No. 79 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 188 of 1921), are republished:—

Position.—Tanjong Salobu, lat. $5^{\circ} 11' S.$, long. $103^{\circ} 56' E.$ (*approx.*).

Details.—The accompanying reproduction of the plan of Pulo Pisang harbour and Kru road on chart No. 866 shows the necessary corrections with regard to depths and the existence of a light on Kru pier.

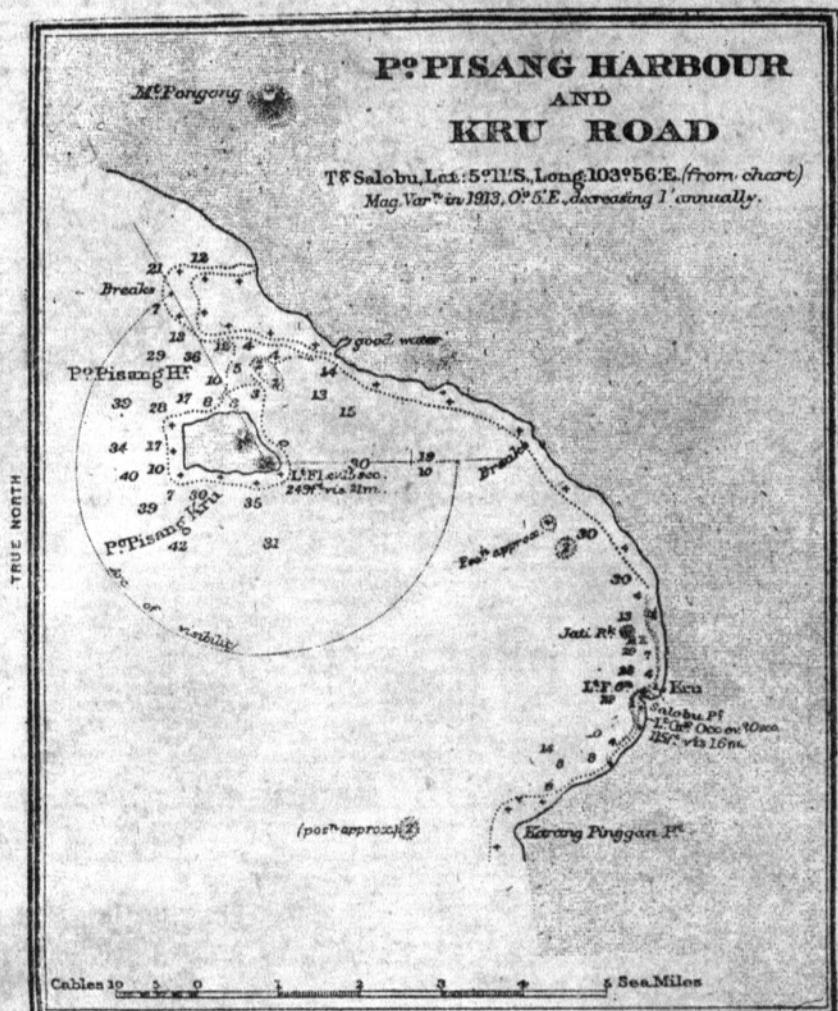
Charts affected.—No. 866, Plan of Pulo Pisang harbour and Kru road.

„ 2761, Chingkuk bay to the Strait of Sunda.

Publications.—List of Lights, Part VI, 1920, No. 846.

China Sea Pilot, Vol. I, 1916, pages 400, 401.

Authority.—Netherlands Government Chart. (H. 9220-20.)



Reproduction of Portion of Chart N° 866.

JAPAN, HONSHŪ, NORTH COAST—NOTO PENINSULA.

Nanao Wan (South Harbour)—Light established; Alteration in light-buoy.

No. 80 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 206 of 1921), are republished:—

(1) Light:

Position.—On the north-western angle of De zaki railway wharf, at a distance of 4 cables, 69^c , from Nanao town pier light.

Lat. $37^{\circ} 03'$ N., long. $126^{\circ} 58'$ E. (*approx.*).

Abridged description.—Lt. F.

Description.—A fired white light.

Remarks.—The wharf, which is about half a cable in width, is to be shown on the chart as extending as far as the light.

(2) Alteration in light-buoy:

Position.—Off the western side of Tori Guri shoal.
Lat. $37^{\circ} 05'$ N., long. $137^{\circ} 00'$ E. (*approx.*).

Alteration.—The light on this light-buoy has been altered from flashing red to *flashing white every five seconds*, thus:

<u>Flash,</u>	<u>eclipse,</u>
1 sec.	4 sec.

Chart affected.—No. 3614, Nanao wan.

Publications.—List of lights, Part VI, 1920, No. 2150 (Remarks).

Japan Pilot, 1914, pages 637, 638; Supplement No. 4, 1920.

Authority.—H.M.S. Colombo, Remark Book, 1920. (H. 406-21.)

AUSTRALIA—QUEENSLAND.

Fitzroy River—Lights to be expunged from chart; Caution.

No. 81 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 207 of 1921), are re-published:—

Position.—Cardigan Point, lat. $23^{\circ} 33'$ S., long. $150^{\circ} 56'$ E. (*approx.*).

Details.—All lights at Port Alma and in the Fitzroy river westward of the meridian of longitude $150^{\circ} 54'$ E. are to be expunged from chart No. 363.

Caution.—The cautionary note regarding the necessity for local knowledge in navigating above Cardigan Point is to be expunged from the chart and the following inserted in its place:—

“ CAUTION.”

“ *Owing to the shifting nature of the shoals and the general intricacies of the channels in the Fitzroy River, only the outer lights are shown. Strangers should not attempt to enter without a Pilot.*”

Note.—A new edition of chart No. 363 embodying these corrections will shortly be published.

Chart affected.—No. 363, Keppel Bay and Islands.

Publications.—List of Lights, Part VI, 1920, Nos. 2665 to 2673 and 2676, 2677.

Australia Pilot, Vol. IV, 1917, pages 58 to 60.

Authority.—Hydrographic Department. (H. 9177-20.)

JAPAN—KIUSSI, WEST COAST, NAGASAKI HARBOUR.

Kageno Shima light—Alteration in sectors.

No. 82 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 221 of 1921), are re-published:—

Position.—On the northern side of Kageno shima.

Lat. $32^{\circ} 42'$ N., long. $129^{\circ} 49'$ E. (*approx.*).

Alteration.—The sector of this *occulting red* light which was obscured over Osone, between the bearings 243° and 262° , has been discontinued. The light is now visible from 098° to 203° and from 230° to 304° , being obscured elsewhere.

Charts affected.—No. 2815, Nagasaki harbour.
" 2415, Approach to Nagasaki harbour.

Publications.—List of Lights, Part VI, 1920, No. 1890.
Japan Pilot, 1914, page 462; Supplement No. 4, 1920.

Authority.—Tokyo, Department of Communications Notice, No. 1824
of 1920. (*H. 382-21.*)

EASTERN ARCHIPELAGO—STRAIT OF MAKASSAR.

Little Paternoster Islands—Light established.

No. 83 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 224 of 1921), are republished:—

Position.—On the northern side of Balabalagan.

Lat. $2^{\circ} 32' 24''$ S., long. $117^{\circ} 57' 00''$ E.

Abridged description.—Lt. Occ. ev. 4 sec. 143 ft., vis. 17 m.

Characteristics:

Character.—Occulting white every four seconds, thus:

Light,	<u>eclipse.</u>
<u>2 sec.</u>	<u>2 sec.</u>

Elevation.—143 feet (43 $\frac{1}{2}$ m.).

Visibility.—17 miles.

Structure.—White iron framework, 131 feet (39 $\frac{1}{2}$ m.) in height.

Charts affected.—No. 2637, South part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet 2.

„ 1263, China sea.

„ 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI, 1920, No. 1026a.

Eastern Archipelago Pilot, Part II, 1913, page 359.

Authority.—Hague Notice No. 132 of 1921. (*H. 285-21.*)

RED SEA—JUBAL STRAIT APPROACH.

Jifátin Kebir—Lights established.

No. 84 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 225 of 1921), are republished:—

Position.—Near the eastern side of Jifátin Kebir.

Lat. $27^{\circ} 12' 45''$ N., long. $33^{\circ} 56' 13''$ E.

Abridged description.—2 electric lts. (occas.).

Description.—Two 500-candle power electric lights.

Remarks.—These lights are used by the Anglo-Egyptian Oilfields, Ltd., and are to be marked “(Occasional)” on the charts.

Charts affected.—No. 2838, Strait of Jubal.
 , , 757, Gulf of Suez.
 , , 8a, Red sea—sheet 1.

Publications.—List of Lights, Part V, 1920, No. 2174 (Remarks).
 Red Sea, etc., Pilot, 1909, page 113.

Authority.—Alexandria Notice No. 14 of 1920. (H. 237-21.)

INDIA, WEST COAST.

Rajpuri Point—Derelict reported south-westward of.

No. 85 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 32M. of 1921), are republished:—

Date sighted 20th February 1921.

Position.—At a distance of about 14 miles 250° from Rajpuri Point Lighthouse.

Lat. $18^{\circ} 14' 00''$ N.
 Long. $72^{\circ} 42' 00''$ E.

Details.—The Master of ss. "Canara" reports having passed apparently a timber-laden derelict dhow awash in the above position.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.
 , , 2736, Gulf of Kutch to Vizia-drug.
 , , 826, Karachi to Venguria.

Authority.—The Port Officer, Bombay, dated the 21st February 1921.

RED SEA, EASTERN SHORE.

Kamaran Passage, Southern Approach—Buoy out of position.

No. 86 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 33M. of 1921), are republished:—

Details.—The portland red conical buoy with staff and cylinder top mark, which was moored at a distance of $3\frac{3}{10}$ cables 26° from the beacon on Ras el Bayadh, is reported out of position and now lies approximately in the following position.

Position approximate.—At a distance of about 3 cables 35° from the charted position.

Caution.—Mariners are hereby warned accordingly.

Chart affected.—No. 513, Kamaran Passage and southern approach.

Publications.—Red Sea and Gulf of Aden Pilot, 1909, page 364; Revised Supplement (3), 1917.

Authority.—Port Officer, Aden, Telegram dated 24th February 1921.

Depth.— $2\frac{1}{2}$ fathoms ($4^m 6$).

(b) *Position*.—Southward of Gusong Lampuyang, and at a distance of 4 miles 6 cables. 181° , from the tower referred to above.

Depth.— $4\frac{1}{2}$ fathoms ($8^m 2$).

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda, (b) with plan.

Publication.—China Sea Pilot, Vol. I, 1916, pages 395, 396.

Authority.—Netherlands Government Chart. (H. 9221-20).

NEW GUINEA (PAPUA), SOUTH COAST.

Port Moresby—Alterations in leading lights and beacons.

No. 73 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 114 of 1921), are republished:—

Position.—354-foot hill on Bogirohodobi (Paga) point, lat. $9^\circ 29' S.$ long. $147^\circ 09' E.$ (approx.).

(I) *Leading lights established*:

(i) *Basilisk passage leading lights*:

(a) *Front light*:

Position.—Near Yupukuri mission station, at a distance of 2·56 miles, 115° , from Bogirohodobi 354-foot summit.

Abridged description.—Lt. F., vis. 12 m. (P.A.)

Characteristics:

Character.—Fixed white.

Elevation.—123 feet ($37^m 5$).

Visibility.—12 miles.

Structure.—A beacon.

(b) *Rear light*:

Position.—At a distance of about 2·40 cables, 054° , from front light.

Abridged description.—Lt. F., Red, vis. 12 m. (P.A.).

Characteristics:

Character.—Fixed red.

Elevation.—219 feet ($66^m 7$).

Visibility.—12 miles.

Structure.—A beacon.

Remarks.—These lights in line bearing 054° lead through Basilisk passage clear of Lark patch.

(ii) *Port Moresby harbour leading lights*:

(a) *Front light*:

Position.—On the shore eastward of Tatana island, at a distance of 2·68 miles, 347° , from Bogirohodobi 354-foot Δ , and 083° from Tatana 413-foot Δ .

Abridged description.—Lt. F., Red, 25 ft. (posn. approx.).

Characteristics:

Character.—Fixed red.

Elevation.—25 feet ($7^m 6$).

Structure.—A beacon.

(b) Rear light:

Position.—At a distance of 1·50 cables, 354° , from front light.

Abridged description.—Lt. F., 58 ft. (posn. approx.).

Characteristics:

Character.—*Fixed white.*

Elevation.—58 feet ($17^m 7$).

Structure.—A beacon.

Remarks.—These lights are in line when bearing 354° .

(2) Leading beacons discontinued:

Position.—In Walter bay, at a distance of about $1\frac{1}{2}$ miles eastward from Bogirohodobi point.

Details.—The two white beacons, hitherto forming the leading line through Basilisk passage, have been discontinued and are to be expunged from the charts.

(3) Lights established.

Positions.—(a) On a beacon marking the southern edge of Logolu motu motu, situated at a distance of 3·80 cables, 320° , from Bogirohodobi ▲.

(b) On the beacon which marks the northern extremity of Logolu motu motu, at a distance of 4·80 cables, 332° , from Bogirohodobi ▲.

Description.—Each a *fixed red* light exhibited from a large pillar beacon.

Remarks.—The beacon shown about a quarter of a cable eastward from (a) is to be expunged from chart No. 2126.

(4) Amended position of beacon:

Position (approx.).—At the western extremity of Nateara reef, at a distance of about $2\frac{1}{2}$ cables south-westward from charted position, and 3·43 miles, 190° , from Bogirohodobi 354-foot summit.

Description.—A beacon with triangle.

(5) Beacon erected:

Position (approx.).—On the north-western extremity of Vahunabada reef, at a distance of 1·42 miles, 337° , from Bogirohodobi ▲.

Description.—A beacon.

(6) Beacons to be expunged from chart:

Positions.—At distances of about $8\frac{1}{2}$, $10\frac{1}{2}$ and 12 cables respectively northward from Bogirohodobi ▲.

Description.—Each a beacon.

Note.—The note regarding the unreliability of beacons is to be expunged from chart No. 2126.

Charts affected.—No. 2126, Port Moresby, with plan of approaches.

,, 2121, Freshwater bay to Round head. (1) and (2).

Publications.—List of Lights, Part VI, 1920, No. 2787a, b, c, d.
Pacific Islands Pilot, Vol. I, 1908, pages 52, 54.

Authority.—H.M.S. *Melbourne*, Hyd. Note No. 3 of 1920; and Department of Treasury, Port Moresby. (H. 6812-19 & 9113-20.)

PHILIPPINE ISLANDS—LUZON.

San Bernardino Islets and vicinity—Correction to Chart No. 3368 with regard to shoals.

No. 74 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 121 of 1921), are republished:—

Former Notice.—No. 1167 of 1920. (*This office No. 263 of 1920.*)

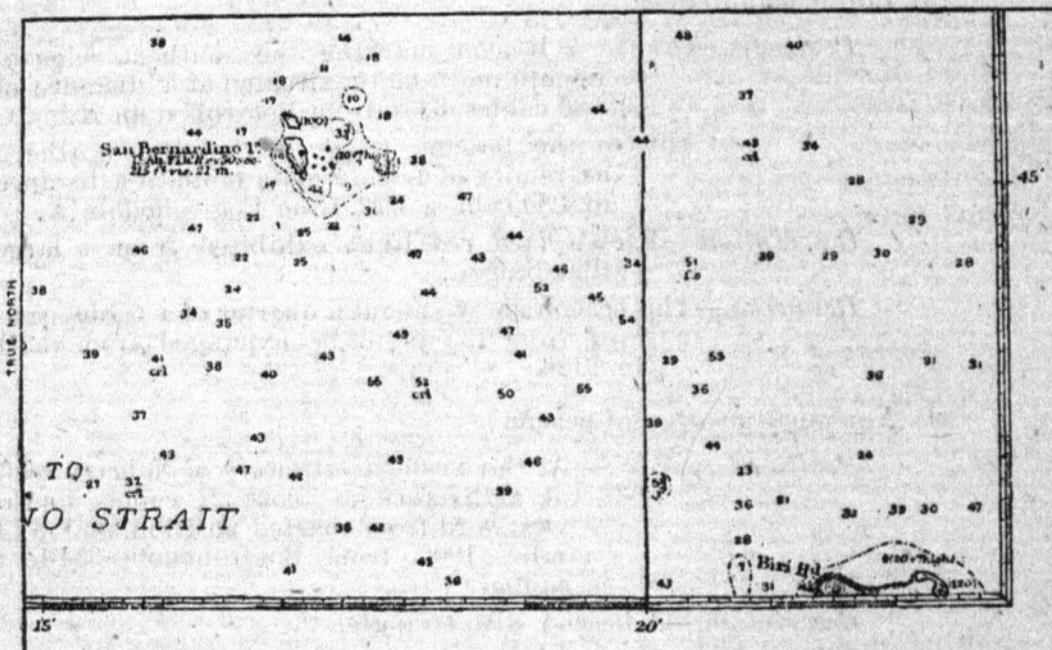
Position.—San Bernardino islet lighthouse, lat. $12^{\circ} 45'$ N., long. $124^{\circ} 17'$ E. (approx.).

Details.—The necessary correction to chart No. 3368 with regard to the shoals in the vicinity of San Bernardino islets notified in the former notice is shown on the accompanying reproduction of a portion of that chart.

This chart was not included in the list of charts affected in the former notice.

Chart affected.—No. 3368, Batan island to San Bernardino island, etc.

Authority.—Hydrographic Department. (H. 9100-20.)



Reproduction of Portion of Chart N° 3368.

JAPAN—HONSHŪ, SOUTH COAST, GULF OF TOKYO.

Fort No. 2 Light—Alteration in characteristics.

No. 75 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 122 of 1921), are republished:—

Position.—Lat. $35^{\circ} 19'$ N., long. $139^{\circ} 45'$ E. (approx.).

New abridged description.—(U) Lt. Occ., ev. 6 sec., 56 ft., vis. 13m.

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—Occulting white every six seconds, thus:

Light,	eclipse
3 sec.	3 sec.

Elevation.—56 feet (17m).

Visibility.—13 miles.

Power.—200 candles.

Structure.—White square framework on concrete tower, 29 feet (8^m8) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 3548, Yokohama to Uraga.

„ 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi saki.

„ 3334, Tokyo to Sendai bay.

„ 996, Kii suido to Tokyo.

Publications.—List of Lights, Part VI, 1920, No. 2055.

Japan Pilot, 1914, page 199.

Authority.—Tokyo, Department of Communications, Notices Nos. 1654 and 1700 of 1920. (H. 9043-20.)

JAPAN—HONSHŪ, SOUTH COAST.

Yokosuka approaches—Lights established; Light-buoy withdrawn.

No. 76 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 123 of 1921), are republished:—

1. Lights established:

(a) *Position.*—At a distance of $5\frac{1}{2}$ cables, 085° from the eastern extremity of Natsu shima, on the eastern end of the breakwater under construction.

Natsu shima, lat. $35^\circ 19' N.$, long. $139^\circ 39' E.$ (approx.).

Abridged description.—Lt. Occ., Red ev. 4 sec., vis. 8 m. (U).

Characteristics:

Character.—Occulting red every four seconds, thus:

<u>Light,</u>	<u>eclipse,</u>
2 sec.	2 sec.

Elevation.—40 feet (12^m2).

Visibility.—8 miles.

Power.—Under 100 candles.

Structure.—Red square iron tower, 35 feet (10^m7) in height.

(b) *Position.*—At a distance of 6 cables, 073° , from the eastern extremity of Natsu shima, on the north-western end of the North-east breakwater.

Abridged description.—Lt. Occ., Gn., ev., 4 sec. vis. 7 m. (U).

Characteristics:

Character.—Occulting green every four seconds, thus:

<u>Light,</u>	<u>eclipse,</u>
2 sec.	2 sec.

Elevation.—40 feet (12^m2).

Visibility.—7 miles.

Power.—Under 100 candles.

Structure.—Green square iron tower, 35 feet (10^m7) in height.

(c) *Position.*—At a distance of $11\cdot9$ cables, 098° , from the eastern extremity of Natsu shima, on the south-eastern end of the North-east breakwater.

Abridged description.—Lt. Occ., ev. 6 sec., vis. 13 m. (U.)

Characteristics:

Character.—*Occulting white every six seconds, thus:*

<u>Light.</u>	<u>eclipse.</u>
3 sec.	3 sec.

Elevation.—55 feet (16^m8).

Visibility.—13 miles.

Power.—1,300 candles.

Structure.—White square iron tower 50 feet (15^m2) in height.

Remarks.—The lights are unwatched.

2. Light-buoy withdrawn:

Position.—Formerly marking Kita Nakane, near the south-eastern end of the north-east breakwater.

Description.—A light-buoy with flashing white light.

Charts affected.—No. 3548, Yokohama to Uraga.

,, 2657, Gulf of Tokyo or Yedo.

,, 953, Omai saki to Tsurugi saki. 1 (c), 2.

,, 996, Kii suido to Tokyo. 1 (c), 2.

,, 3334, Tokyo to Sendai bay. 1 (c), 2.

Publications.—List of Lights, Part VI, 1920, No. 2055a, b, c.
Japan Pilot, 1914, page 201.

Authority.—Tokyo Notice No. 328 of 1920. (H. 111-21.)

JAPAN—HONSHŪ, NORTH-WEST COAST.

Saruiyama Saki—Light established.

No. 77 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 132 of 1921), are republished:—

Position.—Lat. $37^{\circ} 19' 20''$ N., long. $136^{\circ} 42' 55''$ E., on chart No. 2243.

Abridged description.—Lt. Gp. Fl. (4), ev. min., 696 ft. vis. 34 m.

Characteristics:

Character.—*Group flashing white showing four flashes every minute thus:*

<u>Four flashes,</u>	<u>eclipse.</u>
23 sec.	37 sec.

Elevation.—696 feet (212^m1).

Visibility.—34 miles, from 015° through east to 214° .

Power.—100,000 candles.

Structure.—White square concrete tower, 30 feet (9^m1) in height.

Charts affected.—No. 2243, Noto peninsula.

,, 3003, Ando zaki to Ōtose zaki.

,, 2347, Honshū, Kiusiu and Shikoku, &c.

,, 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1920, No. 2151a.

Japan Pilot, 1914, page 630.

Authority.—Tokyo, Department of Communications, Notice No. 1683 of 1920. (H. 9046-20.)

CHINA SEA—PALAWAN, EAST COAST.

Puerto Princesa (Port Royalist)—Amendments to chart.

No. 78 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 140 of 1921), are republished:—

Position.—Saboruko point, lat. $9^{\circ} 44'$ N., long. $118^{\circ} 43'$ E. (approx.).

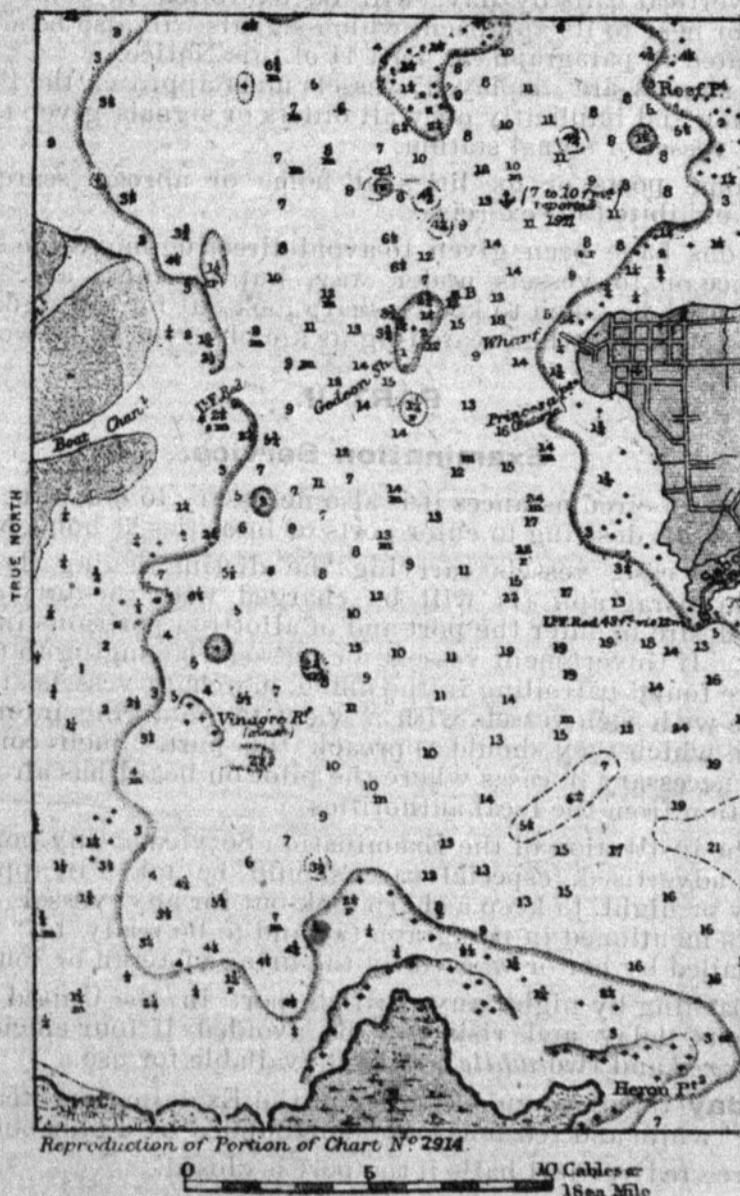
Details.—The accompanying reproduction of a portion of chart No. 2914 shows the necessary amendment to that chart with regard to rocks and shoals and the establishment of a light in Puerto Princesa. The extension of the wharf near Princesa point is also shown on the reproduction.

Chart affected.—No. 2914, Puerto Princesa.

Publications.—List of Lights, Part VI, 1920, No. 1131.

Eastern Archipelago Pilot, Part I, 1911, pages 100, 101, 102.

Authority.—U. S. A. Government Chart. (H. 9085-20.)



PART I.**Closing of Ports.**

Former Notice.—No. 1 of 1920 (*This Office No. 43 of 1920*); hereby cancelled.

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports of the Empire, this is to give Notice that on approaching the shores of the United Kingdom, or any of the ports or localities of the British Empire, a sharp look-out should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (5), Part II of this Notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited, three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II of this Notice.

If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination vessel or signal station.

(3) At some ports or localities at home or abroad, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

PART II.**Examination Service.**

(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter ports or localities at home or abroad.

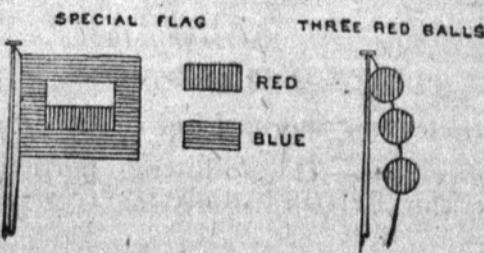
(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the port and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In approaching by night any British port in the United Kingdom or abroad, serious delay and risk will be avoided if four efficient all round lanterns, two *red* and two *white*, are kept available for use.

(7) **By day** the distinguishing flag of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border).

Also, three red vertical balls if the port is closed.



Usually the Examination Steamers will fly the blue ensign, but at certain ports they will fly the white ensign.

By night the steamer will carry :—

- (a) Three *red* vertical lights if the port is closed.
- (b) Three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the signal letters of their vessel ready to hoist immediately the Examination Steamer makes the signal "What ship is that?"

(9) Masters are warned that, before attempting to enter any port when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer.

Whilst at anchor in the Examination Anchorage, Masters are warned that it is forbidden, except for the purpose of avoiding accident, to do any of the following things, without permission from the Examination Officer :—

- To lower any boat.
- To communicate with the shore or with other ships.
- To move the ship.
- To work cables.
- To allow any person or thing to leave the ship.

(10) In case of fog, Masters are enjoined to use the utmost care, and the port should be approached with caution.

(11) When the Examination Service is in force merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night; the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

PART III.

Mine-sweeping operations.

H.M. Vessels engaged in mine-sweeping operations or exercises are hampered to a considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned. For the public safety all other vessels, whether steamers or sailing craft, should endeavour to keep out of the way of vessels flying these signals and not approach them inside the distances mentioned herein, specially remembering that it is dangerous to pass between the vessels of a pair or group sweeping together.

1. SIGNALS THAT WILL BE SHOWN BY DAY.

(a) By vessels working singly :

A black ball at the foremast head, and a similar ball at each yardarm or where they can best be seen.

Vessels showing this signal should not be approached nearer than 900 yards (822^m9).

(b) By vessels working in pairs or groups :

A black ball at the foremast head, and a similar ball at the yardarm or where it can best be seen, on that side on which it is dangerous to pass.

Vessels should not pass within a distance of 400 yards (365^m8) astern of a pair or group of sweepers, or when more than one pair or group are working in company within a distance of 400 yards (365^m8) astern of the rear pair or group. They should on no account attempt to pass between pairs or groups working in company.

2. SIGNALS THAT WILL BE SHOWN BY NIGHT.

As for day, except that all-round green lights will be used in a similar manner to and in place of the black ball.

Note.

This Notice is a revision of Notice No. 1 of 1920. (This office No. 43 of 1920.)

Authority.—The Lords Commissioners of the Admiralty. (H. 8326-20.)

JAPAN.

Bayonnaise Island—Obstruction eastward of.

No. 60 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 9 of 1921), are re-published:—

Position.—At a distance of about 32 miles eastward from Bayonnaise island.

Lat. $31^{\circ} 53' 00''$ N., long. $140^{\circ} 31' 30''$ E.

Details.—Not stated.

Note.—The above position is to be encircled by a danger line on the charts and marked with the note “*E.D. (1920)*.”

Charts affected.—No. 2347, Honshu, Kiusiu and Shikoku, &c.

” 781, Pacific ocean—north-west sheet.

” 2459, North-west Pacific ocean, &c.

” 2683, Pacific ocean.

” 2483, Atlantic and Indian oceans, &c.

Publication.—Japan Pilot, 1914, page 216.

Authority.—Japanese Government Chart. (H. 5341-20.)

AIRCRAFT.

Information with regard to distress signals by day and night.

No. 61 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 11 of 1921), are republished:—

Former Notice.—No. 885 of 1920.

Mariners and others are notified that when any aircraft is in distress and requires assistance, the following shall be the signals displayed by her either together or separately:—

- I. The International Signal “S.O.S.” by means of Visual or Wireless Telegraphy.
- II. The International Code Signal of Distress indicated by N. C.
- III. The Distant Signal consisting of a square flag having above or below it a ball or anything resembling a ball.
- IV. A continuous sounding with any sound apparatus.
- V. A signal consisting of a succession of White Very's lights fired at short intervals.

Note.—The above signals are subject to such modification as shall be published from time to time.

Remarks.—This notice is a republication of the former Notice quoted above.

Authority.—Air Ministry. (H. 8332-20.)

JAPAN—KIUSSIU, WEST COAST.

Goto Islands—Amendments to charts with regard to shoals.

No. 62 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 14 of 1921), are republished:—

Position.—Tsubashi hana, lat. $32^{\circ} 34'$ N., long. $128^{\circ} 46'$ E. (*approx.*).

Details—Amendments to the charts with regard to shoals off the southern coasts of Fukai and Wakamatsu, embodying the latest information, are shown on the accompanying reproduction of portions of chart No. 359.

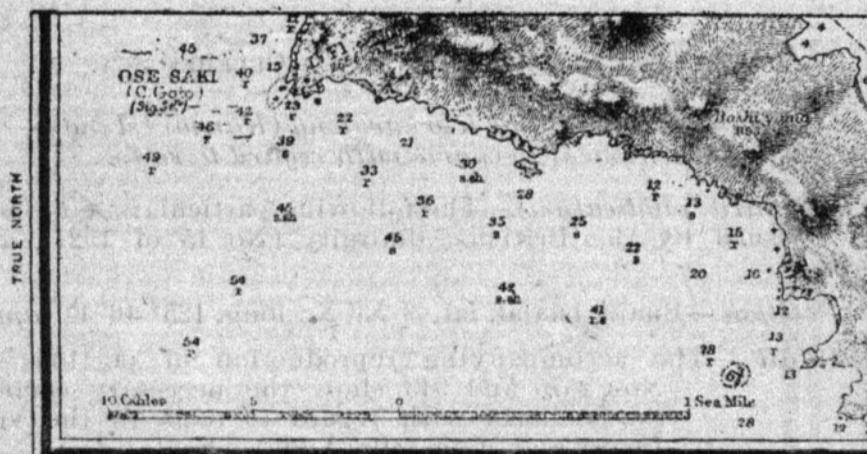
Charts affected.—No. 359, Nagasaki to Karatsu, &c., with plan.

,, 358, Western coasts of Kiusiu and Honshu.

,, 104, Korean archipelago—southern portion.

Publication.—Japan Pilot, 1914, pages 481, 485, 495.

Authority.—Japanese Government Chart. (H. 8220-20.).



Reproduction of Portions of Chart No. 359.



JAVA, NORTH COAST.

Surabaya Strait—Light-buoy withdrawn.

No. 63 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 39 of 1921), are republished:—

Position.—In West gat*, at a distance of about 9 cables north-westward from Cape Piring lighthouse.

Lat. $7^{\circ} 01' S.$, long. $112^{\circ} 40' E.$

Details.—The light-buoy painted black, with occulting white light, has been withdrawn, and the passage is now safe for traffic.

Note.—The note "Passage prohibited E. of this buoy" is to be expunged from the chart.

Chart affected.—No. 934, Surabaya strait.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 135; Supplement No. 4, 1919.

Authority.—Hague Notice No. 2630 of 1920. (H. 9068-20.)

EASTERN ARCHIPELAGO—CELÉBES SEA.

Talautse (Sangi) and Karkaralong (Kawio) Islands—Amendment to charts with regard to reefs.

No. 64 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 45 of 1921), are republished:—

Position.—Buang island, lat. $3^{\circ} 53' N.$, long. $125^{\circ} 46' E.$ (approx).

Details.—The accompanying reproduction of portions of charts Nos. 2575 and 943 show the necessary corrections to those charts with regard to reefs in the vicinity of Buang and Mamanuk (Anda) islands.

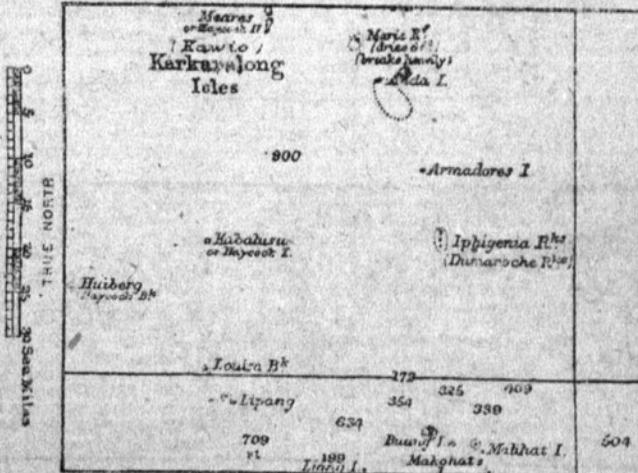
Charts affected.—No. 2575, Eastern part of Celebes sea.

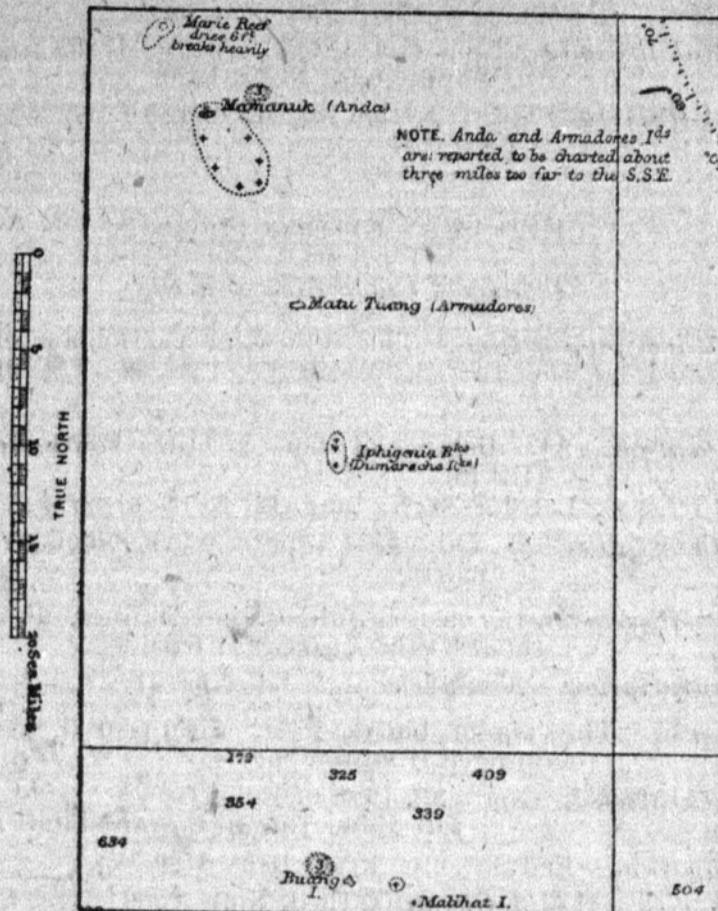
„ 943, Molucca passage to Manila.

„ 1263, China sea.

Publication.—Eastern Archipelago Pilot, Part III, 1911, pages 26, 31; Supplement No. 5, 1920.

Authority.—Hague Notices Nos. 2355 and 2367 of 1920. (H. 8257 & 8262-20.)





CHINA, EAST COAST.

Kyau Chau Bay entrance—Existence of wreck; Alteration in position of light-buoy; Caution regarding buoyage.

No 65 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 48 of 1921), are republished:—

(1) Wreck :

Position—At a distance of 1·26 miles, 295° , from Yu-nui-san lighthouse.

Lat. $36^{\circ} 03'$ N., long. $120^{\circ} 15'$ E. (approx.).

Description.—Sunken wreck of a vessel.

(2) Alteration in position of light-buoy :

Former Notice.—No. 1293 of 1920. (*This office No. 277 of 1920.*)

New position.—At a distance of about half a cable south-eastward from former position and 2 cables, 314° , from Horse Shoe light-beacon.

Lat. $36^{\circ} 05'$ N., long. $120^{\circ} 17'$ E. (approx.).

Description.—No. 6 red conical light-buoy with flashing white light.

(3) Caution regarding buoyage :

Caution.—The following cautionary note is to be placed on chart No. 857 under the note regarding beacons for compass adjustment:—

“ CAUTION.”

“ *Buoys in Tsing tau harbour must not be depended on. With the exception of No. 6 all buoys in Kyau Chau bay and at the entrance are withdrawn when block ice forms.*”

Chart affected.—No. 857, Kyau chau bay,
Publication.—China Sea Pilot, Vol. V, 1912, pages 417, 418;
 Supplement No. 5, 1920.
Authority.—Tokyo Notice No. 215 of 1920. (H. 8076-20.)

RED SEA—EASTERN SHORE.

Loheiya—Buoys disappeared.

No. 66 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 52 of 1921), are republished:—

(a) *Position*.—At a distance of about 4 miles south-westward from Hill fort.
 Lat. $15^{\circ} 39' N.$, long. $42^{\circ} 38' E.$ (*approx.*).

Description.—A red conical buoy with black triangular top-mark.

(b) *Position*.—On the eastern side of the channel, at a distance of about 6 cables eastward from (a).

Description.—A white conical buoy.

Remarks.—The above buoys have disappeared and are to be expunged from the charts.

Charts affected.—No. 8d, Plan of Loheiya.

“ 143, Jebel Teir to Perim island.

Publication.—Red Sea, etc., Pilot, 1909, page 359.

Authority.—H.M.S. *Clematis*, Hyd. Note No. 1 of 1920. (H. 8991-20.)

JAPAN—HOKUSHŪ.

Otaru Ko—Light established; Alteration in characteristics of light; Light-buoy withdrawn.

No. 67 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 58 of 1921), are republished:—

(1) *Light established*:

Position.—At the southern extremity of the North breakwater.

Lat. $43^{\circ} 12' 11'' N.$, long. $141^{\circ} 01' 18'' E.$, on chart No. 993.

Abridged description.—Lt. Occ., Red, ev. 6 sec., 48 ft. vis. 9 m. (U).

Characteristics:

Character.—Occulting red every six seconds, thus:

<u>Light,</u>	<u>eclipse,</u>
3. sec.	3 sec.

Elevation.—48 feet (14^m 6).

Visibility.—9 miles.

Power.—Under 100 candles.

Structure.—Red circular concrete tower, 41 feet (12^m 5) in height.

Remarks.—The light is unwatched.

Note.—The light-buoy with fixed white light, formerly marking the end of the North breakwater, has been withdrawn.

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(2) Alteration in characteristics of light :

Position.—On the northern extremity of the South breakwater.

New abridged description.—Lt. Occ., Gn., ev. 6 sec., 48 ft. vis. 9 m.
(U).

Details.—The fixed green light has been replaced by a light having
the undermentioned characteristics :—

Character.—*Occulting green every six seconds*, thus :

Light, 3. sec.	eclipse. 3 sec.
-------------------	--------------------

Elevation.—48 feet (14^m6).

Visibility.—9 miles.

Power.—Under 100 candles.

Structure.—White circular concrete tower, 41 feet (12^m5) in
height.

Remarks.—The light is unwatched.

Charts affected.—No. 993, Plan of Otaru ko.

„ 2981, Eurubira wan to Aikappu misaki.

„ 452, Hokushū island.

Publications.—List of Lights, Part VI, 1920, Nos. 2130 and 2131.

Japan Pilot, 1914, page 696 ; Supplement No. 4
1920.

Authority.—Tokyo, Department of Communications, Notice
No. 1707 of 1920. (H. 9103-20.)

W. K THYNE, COMDR., R.I.M.,

Deputy Port Officer, Calcutta.



The Calcutta Gazette

WEDNESDAY, MARCH 23, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 14th March 1921.

AUSTRALIA, SOUTH COAST—VICTORIA.

Port Phillip—Amended tidal information and caution regarding depth in entrance.

No. 87 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 152 of 1921), are republished:—

Position.—Queenscliff, lat. 38° 16' S., long. 144° 40' E. (*approx.*).

Details.—The accompanying reproductions of portions of charts Nos. 2747 and 1171 show the necessary corrections to those charts with regard to the information concerning tides and tidal streams and to the cautionary note regarding the navigability of the entrance to Port Phillip.

Note.—The "H. W. F. & C. at Lonsdale point is to be amended on charts Nos. 1695b and 3169.

Charts affected.—No. 2747, Entrance to Port Phillip.
" 1171, Port Phillip.
" 1695b, Bass strait—western sheet.
" 3169, Port Phillip to Gabo island.

Publication.—Australia Pilot, Vol. II, 1918, pages 84, 86.

Authority.—H.M.S. Renown, Remark Book, 1920, and Melbourne General Notice to Mariners. (H. 8105-20.)

TIDES AND TIDAL STREAMS

In the Entrance it is HWF & C. at XI^h 37^m approximately
Lonsdale Pt. Spr. rise 7 ft. Neaps rise 5 ft
Queenscliff 3 2

Water level within Port Phillip is much affected by winds blowing for a long period in one direction and may remain above mean level continuously for some time after Southerly gales or below mean level continuously for some time after Northerly gales.

At about the time of high and low water in the entrance the stream runs at its strongest 5 to 7 knots, slack water occurs at about 3 hours before and after high water in the entrance, and the stream runs in from about 3 hours before till 3 hours after high water, out at other times, the time of slack water and the velocity of the stream are affected by wind and freshets.

Tidal stream signals are shown by day from a flagstaff near Point Lonsdale Lighthouse. 224

Blue flag at half mast indicates first quarter of ingoing stream
masthead second

Red flag at half mast third
masthead fourth

The same signals are used for the outgoing stream with a ball under the flag.

By night, one green light is shown under the main light of Point Lonsdale Lighthouse during the ingoing stream, two green lights under the main light during the outgoing stream.

(Arthur's Seat with South Channel Leading Lights in line 107°S. 81°E. Mag.)

63	90	54	43
	2.82		
			42
70			
			57
			79
73			
			72
	77	86	

Reproduction of Portions of Chart N° 2747.

TIDES AND TIDAL STREAMS

In the Entrance it is HWF & C. at XI^h 37^m approximately
Lonsdale Pt. Spr. rise 7 ft. Neaps rise 5 ft
Queenscliff 3 2

Water level within Port Phillip is much affected by winds blowing for a long period in one direction and may remain above mean level continuously for some time after Southerly gales or below mean level continuously for some time after Northerly gales. At about the time of high and low water in the entrance the stream runs at its strongest 5 to 7 knots, slack water occurs at about 3 hours before and after high water in the entrance, and the stream runs in from about 3 hours before till 3 hours after high water, out at other times, the time of slack water and the velocity of the stream are affected by wind and freshets.

Tidal stream signals are shown by day from a flagstaff near Point Lonsdale Lighthouse.

Blue flag at half mast indicates first quarter of ingoing stream
masthead second

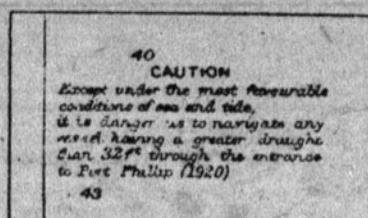
Red flag at half mast third
masthead fourth

The same signals are used for the outgoing stream with a ball under the flag.

By night, one green light is shown under the main light of Point Lonsdale Lighthouse during the ingoing stream, two green lights under the main light during the outgoing stream.

TIME SIGNAL

A flag is dipped at the Signal Station, Queenscliff at 1.R.M.
Standard mean time corresponding to 15^h 0^m 0^s G.M.T.



Reproduction of Portions of Chart N° 271.

SUMATRA, WEST COAST—ENGANO ISLAND.

Engano Bay—Amendment to chart with regard to shoals.

No. 88 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 160 of 1921), are re-published:—

Position.—Kowabi point, lat. $5^{\circ} 29' S.$, long. $102^{\circ} 22' E.$ (*approx.*).

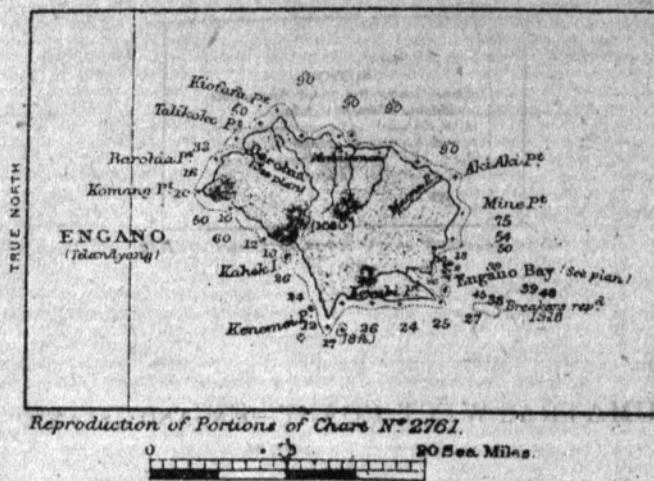
Details.—The accompanying reproduction of a portion of chart No. 2761, and of the plan of Engano bay on that chart, shows the necessary corrections with regard to shoals in Engano bay.

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda, with plan.

Publication.—China Sea Pilot, Vol. I, 1916, page 468.

Authority.—Netherlands Government Chart. (H. 9219-20.)





CELEBES, SOUTH-EAST COAST—GULF OF BONI.

Lahou—Existence of shoals westward of.

No. 89 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 168 of 1921), are republished:—

Position.—At a distance of about $1\frac{1}{2}$ miles westward of Lahou village.

Lat. $3^{\circ} 04' 18''$ S., long. $121^{\circ} 02' 30''$ E.

Description.—Three rocky shoals lying close together, over which there is a least depth of 2 fathoms (37).

Remarks.—This depth is to be placed on the charts in the above position, and the depth of 15 fathoms close north-westward of it is to be expunged.

Charts affected.—No. 3616. Tomori gulf to Salavar strait

" 941b, Eastern archipelago—sheet 2.

" 942a, Eastern archipelago—sheet 3.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 465.

Authority.—Hague Notice No. 33 of 1921. (H 284-21.)

AUSTRALIA—QUEENSLAND

Cairns Harbour entrance—Remains of fairway beacon marked by buoy.

No. 90 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 169 of 1921), are republished.

Former Notice—No. 1491 of 1920. (*This office No. 20 of 1920.*)

Position—Lat. 16° 51' S. long. 145° 46' E.

Details.—There is now a least depth of 5 feet ($1^{\text{m}} 5$) over the remains of the Fairway beacon, which was destroyed in the

The above depth, encircled by a danger line, is to be inserted on the chart instead of the 10 fms. depth.

Remarks.—The remains of the old lighthouse were still standing at the time of the survey.

Remarks.—The remains of the beacon are marked by a black buoy.
Note.—The note “(*remains of*)” is to be added to the description of

Charts affected.—No. 3133, Cairns harbour.

“ 2350, Double point to Cape Grafton.

“ 2924, Cape Grafton to Hope islands.

Publication.—Australia Pilot, Vol. IV, 1917, page 200; Revised Supplement, 1920.

Authority.—Brisbane Notice No. 5 of 1920. (H. 234-21.)

PORtUGUESE EAST AFRICA.

Lourenco Marques—Amended limits of anchorages; Existence of wreck.

No. 91 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 177 of 1921), are republished:—

Position.—British consulate, lat. $25^{\circ} 58' S.$, long. $32^{\circ} 35' E.$ (*approx.*).

(1) *Anchorages:*

(a) *Mercantile anchorage:*

Details.—The mercantile anchorage in Espirito Santo river now lies between the following limits:—

(i) A line drawn in a 225° direction from a point situated 1·53 miles, 285° , from the southern corner of the British consulate.

(ii) A line drawn in a 210° direction from a point situated one mile, 273° , from the southern corner of the British consulate.

(b) *Man-of-war anchorage:*

Details.—The man-of-war anchorage now lies between the following limits:—

(i) A line drawn in a 211° direction from a point situated 5·5 cables, 217° , from the southern corner of the British consulate.

(ii) A line drawn in a 227° direction from a point situated 1·03 miles, 155° , from the southern corner of the British consulate.

(c) *Prohibited anchorage:*

Details.—Anchorage is prohibited between the seaward limit of the mercantile anchorage and the north-western limit of the man-of-war anchorage defined above.

(d) *Quarantine anchorage:*

Details.—The quarantine anchorage lies between the seaward limit of the man-of-war anchorage and the northern limit of Polana dredged channel (produced to the shore bank).

Existence of wreck:

Position.—Stem of wreck, at a distance of 9·0 cables, 239° , from the southern corner of the British consulate.

Description.—Wreck of S.S. *Engineer* with masts and funnel showing above high water.

The wreck is about 400 feet (121^m9) in length and lies heading in a 297° direction.

Charts affected.—No. 646, Lourenço Marques.
„ 644, Delagoa bay (2).

Publication.—Africa Pilot, Part III, 1915, page 198.

Authority.—H. M. S. *Lowestoft*, Hyd. Note No. 11 of 1920. (H. 9203-20.)

CELEBES, WEST COAST.

Tana Keke Strait—Beacon erected; Buoys withdrawn; Existence of shoal.

No. 92 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 178 of 1921), are republished:—

(1) Beacon erected:

Position.—Lat. $5^{\circ} 28' 40''$ S., long. $119^{\circ} 19' 15''$ E.

Description.—A black cone beacon.

(2) Buoys withdrawn:

(a) *Position.*—Lat. $5^{\circ} 28'$ S., long. $119^{\circ} 19'$ E. (*approx.*).

Description.—Black can buoy with truncated cone topmark.

(b) *Position.*—Lat. $5^{\circ} 27'$ S., long. $119^{\circ} 20'$ E. (*approx.*).

Description.—White conical buoy with ball topmark.

(3) Existence of shoal:

Position.—Lat. $5^{\circ} 27' 36''$ S., long. $119^{\circ} 21' 00''$ E.

Depth.— $2\frac{1}{4}$ fathoms (4^m1).

Charts affected.—No. 1293, Approaches to Makassar.

„ 2637, South part of the Strait of Makassar (1) and (2).

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 382.

Authority.—Hague Notice No. 1738 of 1920. (H. 6100-20.)

JAPAN, SHIKOKU, WEST COAST—YAWATAHAMA KO APPROACH.

Sa Shima—Light established.

No. 93 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 183 of 1921), are republished:—

Position.—On the northern side of Sa shima.

Lat. $33^{\circ} 26' 17''$ N., long. $132^{\circ} 21' 37''$ E.

Abridged description.—F., 125 ft. 8 m. (U).

Characteristics:

Character.—Fixed white.

Elevation.—125 feet (38^m1).

Visibility.—8 miles.

Power.—Under 100 candles.

Structure.—White wooden tripod, 6 feet (1^m8) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 1587, Yawatahama ko and approaches.

„ 651, Bungo channel.

„ 2875, Naikai (Seto uchi) or Inland sea.

„ 1648, Osumi kaikyo to O shima.

Publications.—List of Lights, Part VI, 1920, No. 1934α.
Japan Pilot, 1914, page 112.

Authority.—Tokyo, Department of Communications, Notice No. 1779
of 1920. (H. 373-21.)

AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

Aye (i) Reef—Beacon discontinued.

No. 94 (first publication).—

Subject.—The black square beacon on Aye (i) Reef has been destroyed.
The beacon will not be re-established.

Position.—On the southern end of Aye (i) Reef.

Lat. 13° 58 $\frac{1}{4}$ ' S., long. 143° 50 $\frac{1}{4}$ ' E. on Chart No. 2921.

Description.—A black square beacon.

Note.—No further notice will be given.

Charts affected.—No. 2921, Claremont Point to Cape Direction.

„ 2922, Turtle Group to Claremont Point.

„ 2764, Coral Sea and Great Barrier Reefs, Sheet II.

Publication.—Australia Pilot, Vol. IV, 1917, page 255.

Authority.—Melbourne Notice No. 1 of 1921.

AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

Ellis Islet—Beacon to be discontinued.

No. 95 (first publication).—

Subject.—The black square beacon (No. VII.) on Ellis Islet will be discontinued on or about 30th April 1921.

Position.—On the centre of Ellis Islet.

Lat. 13° 22 $\frac{1}{4}$ ' S., long. 143° 41 $\frac{1}{2}$ ' E. on Chart No. 3762.

Description.—A black square beacon (No. VII).

Note.—No further notice will be given.

Charts affected.—No. 3762, Hay Island to Bow Reef.

„ 2921, Claremont Point to Cape Direction.

„ 2764, Coral Sea and Great Barrier Reefs, Sheet II.

Publication.—Australia Pilot, Vol. IV, 1917, page 265.

Authority.—Melbourne Notice No. 2 of 1921.

The 8th March 1921.

SUMATRA, WEST COAST.

Pulo Pisang harbour and Kru Road—Amendments to chart.

No. 79 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 188 of 1921), are republished:—

Position.—Tanjong Salobu, lat. $5^{\circ} 11' S.$, long. $103^{\circ} 56' E.$ (*approx.*).

Details.—The accompanying reproduction of the plan of Pulo Pisang harbour and Kru road on chart No. 866 shows the necessary corrections with regard to depths and the existence of a light on Kru pier.

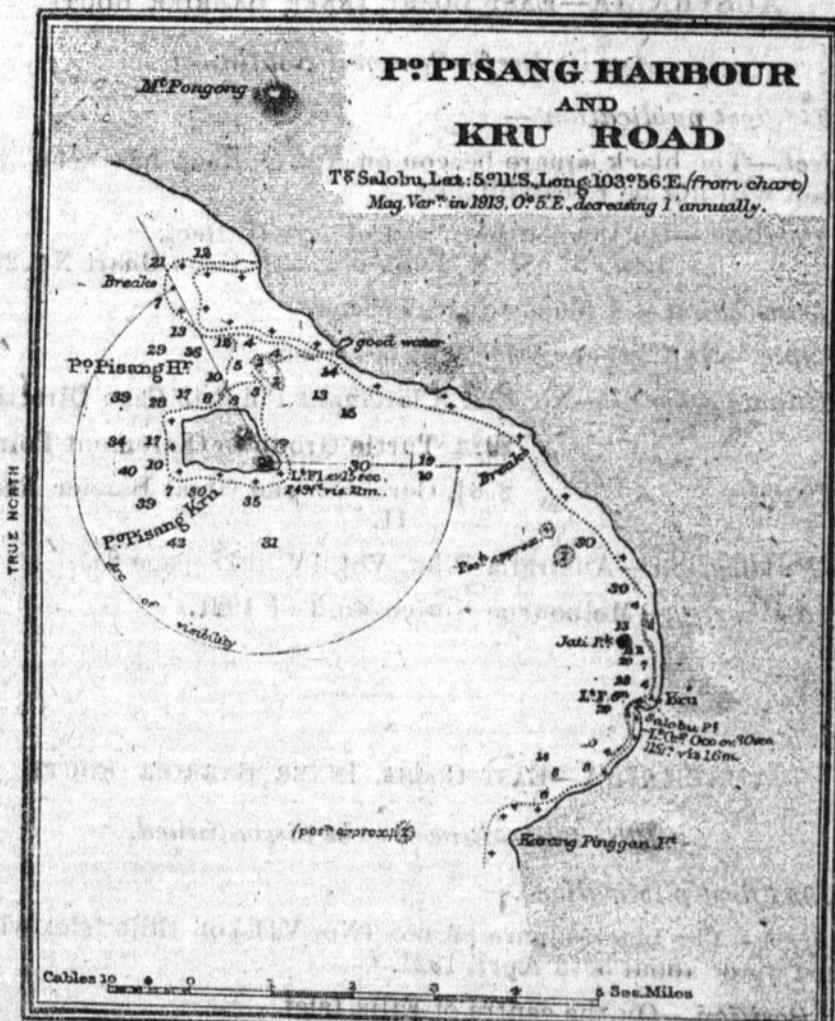
Charts affected.—No. 866, Plan of Pulo Pisang harbour and Kru road.

“ 2761, Chingkuk bay to the Strait of Sunda.

Publications.—List of Lights, Part VI, 1920, No. 846.

China Sea Pilot, Vol. I, 1916, pages 400, 401.

Authority.—Netherlands Government Chart. (H. 9220-20.)



Reproduction of Portion of Chart N° 866.

JAPAN, HONSHŪ, NORTH COAST—NOTO PENINSULA.

Nanao Wan (South Harbour)—Light established; Alteration in light-buoy.

No. 180 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 206 of 1921), are republished:—

(1) Light:

Position.—On the north-western angle of De zaki railway wharf, at a distance of 4 cables, 69° from Nanao town pier light.

Lat. $37^{\circ} 03' N.$, long. $136^{\circ} 58' E.$ (*approx.*).

Abridged description.—Lt. F.

Description.—A fixed white light.

Remarks.—The wharf, which is about half a cable in width, is to be shown on the chart as extending as far as the light.

(2) Alteration in light-buoy :

Position.—Off the western side of Tori Guri shoal.
Lat. $37^{\circ} 05'$ N., long. $137^{\circ} 00'$ E. (approx.).

Alteration.—The light on this light-buoy has been altered from flashing red to *flashing white every five seconds*, thus:

Flash,	<u>eclipse,</u>
$\frac{1}{sec.}$	$\frac{4}{sec.}$

Chart affected.—No. 3614, Nanao wan.

Publications.—List of lights, Part VI, 1920, No. 2150 (Remarks).

Japan Pilot, 1914, pages 637, 638; Supplement No. 4, 1920.

Authority.—H.M.S. Colombo, Remark Book, 1920. (H. 406-21.)

AUSTRALIA—QUEENSLAND.

Fitzroy River—Lights to be expunged from chart; Caution.

No. 81 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 207 of 1921), are re-published :—

Position.—Cardigan Point, lat. $23^{\circ} 33'$ S., long. $150^{\circ} 56'$ E. (approx.).

Details.—All lights at Port Alma and in the Fitzroy river westward of the meridian of longitude $150^{\circ} 54'$ E. are to be expunged from chart No. 363.

Caution.—The cautionary note regarding the necessity for local knowledge in navigating above Cardigan Point is to be expunged from the chart and the following inserted in its place :—

“ CAUTION.”

“ Owing to the shifting nature of the shoals and the general intricacies of the channels in the Fitzroy River, only the outer lights are shown. Strangers should not attempt to enter without a Pilot.”

Note.—A new edition of chart No. 363 embodying these corrections will shortly be published.

Chart affected.—No. 363, Keppel Bay and Islands.

Publications.—List of Lights, Part VI, 1920, Nos. 2665 to 2673 and 2676, 2677.

Australia Pilot, Vol. IV, 1917, pages 58 to 60.

Authority.—Hydrographic Department. (H. 9177-20.)

JAPAN—KIUSSIU, WEST COAST, NAGASAKI HARBOUR.

Kageno Shima light—Alteration in sectors.

No. 82 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 221 of 1921), are republished:—

Position.—On the northern side of Kageno shima.

Lat. $32^{\circ} 42'$ N., long. $129^{\circ} 49'$ E. (*approx.*).

Alteration.—The sector of this *occulting red* light which was obscured over Ōsone, between the bearings 243° and 262° , has been discontinued. The light is now visible from 098° to 203° and from 230° to 304° , being obscured elsewhere.

Charts affected.—No. 2815, Nagasaki harbour.

" 2415, Approach to Nagasaki harbour.

Publications.—List of Lights, Part VI, 1920, No. 1890.

Japan Pilot, 1914, page 462; Supplement No. 4, 1920.

Authority.—Tokyo, Department of Communications Notice, No. 1824 of 1920. (*H. 382-21.*)

EASTERN ARCHIPELAGO—STRAIT OF MAKASSAR.

Little Paternoster Islands—Light established.

No. 83 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 224 of 1921), are republished:—

Position.—On the northern side of Balabalágan.

Lat. $2^{\circ} 32' 24''$ S., long. $117^{\circ} 57' 00''$ E.

Abridged description.—Lt. Occ. ev. 4 sec. 143 ft., vis. 17 m.

Characteristics:

Character.—*Occulting white every four seconds*, thus:

Light,	eclipse.
2 sec.	2 sec.

Elevation.—143 feet (43 $\frac{1}{2}$ m.).

Visibility.—17 miles.

Structure.—White iron framework, 131 feet (39 $\frac{1}{2}$ m.) in height.

Charts affected.—No. 2637, South part of the Strait of Makassar.

" 941b, Eastern archipelago—sheet 2.

" 1263, China sea.

" 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI, 1920, No. 1026a.

Eastern Archipelago Pilot, Part II, 1913, page 359.

Authority.—Hague Notice No. 132 of 1921. (*H. 285-21.*)

RED SEA—JUBAL STRAIT APPROACH.

Jifátin Kebir—Lights established.

No. 84 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 225 of 1921), are republished: *

Position.—Near the eastern side of Jifátin Kebir.

Lat. $27^{\circ} 12' 45''$ N., long. $33^{\circ} 56' 13''$ E.

Abridged description.—2 electric lts. (occas.).

Description.—Two 500-candle power electric lights.

Remarks.—These lights are used by the Anglo-Egyptian Oilfields Ltd., and are to be marked “(*Occasional*)” on the charts.

Charts affected.—No. 2838, Strait of Jubal.

,, 757, Gulf of Suez.

,, 8a, Red sea—sheet 1.

Publications.—List of Lights, Part V, 1920, No. 2174 (Remarks).
Red Sea, etc., Pilot, 1909, page 113.

Authority.—Alexandria Notice No. 14 of 1920. (H. 237-21.)

INDIA, WEST COAST.

Rajpuri Point—Derelict reported south-westward of.

No. 85 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 32M. of 1921), are republished:—

Date sighted 20th February 1921.

Position.—At a distance of about 14 miles 250° from Rajpuri Point Lighthouse.

Lat. $18^{\circ} 14' 00''$ N.

Long. $72^{\circ} 42' 00''$ E.

Details.—The Master of ss. "Canara" reports having passed apparently a timber-laden derelict dhow awash in the above position.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.

,, 2736, Gulf of Kutch to Vizia-drug.

,, 826, Karachi to Venguria.

Authority.—The Port Officer, Bombay, dated the 21st February 1921.

RED SEA, EASTERN SHORE.

Kamaran Passage, Southern Approach—Buoy out of position.

No. 86 (second publication).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 33M. of 1921), are republished:—

Details.—The portland red conical buoy with staff and cylinder top mark, which was moored at a distance of $3\frac{3}{10}$ cables 26° from the beacon on Ras el Bayadh, is reported out of position and now lies approximately in the following position.

Position approximate.—At a distance of about 3 cables 35° from the charted position.

Caution.—Mariners are hereby warned accordingly.

Chart affected.—No. 543, Kamaran Passage and southern approach.

Publications.—Red Sea and Gulf of Aden Pilot, 1909, page 364;
Revised Supplement (3), 1917.

Authority.—Port Officer, Aden, Telegram dated 24th February 1921.

The 28th February 1921.

NORTH PACIFIC OCEAN—CAROLINE ISLANDS.

Palau (Pelew) Islands—Amendments to chart No. 980 with regard to reefs; Information respecting position.

No. 68 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 81 of 1921), are republished:—

Position on chart.—Gorör road, lat. $7^{\circ} 15' N.$, long. $134^{\circ} 30' E$ (*posn. approx.*).

Details.—Amendments to chart No. 980 showing extension of the coral reef on the western side of the Palau (Pelew) group, are shown on the accompanying reproduction of a portion of that chart.

The following note with regard to the position of these islands is to be inserted on the chart:—

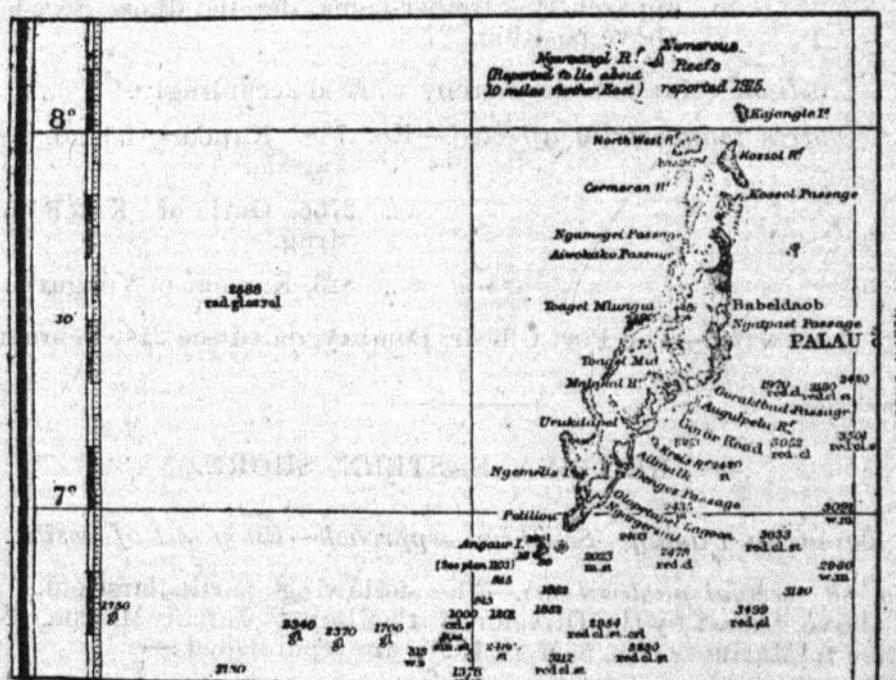
The latest determinations place the Palau islands two miles further west than shown on this chart.

Note.—The foregoing information is already shown on the plan of the Palau (Pelew) islands on the latest edition of chart No. 1103.

Chart affected.—No. 980. Coroline islands.

Publication.—Pacific Islands Pilot, Vol. I, 1908, pages 418, 419.

Authority.—Hydrographic Department. (*H. 8108-20.*)



Reproduction of Portion of Chart No. 980.

INDIA, SOUTH COAST.

Cape Comorin—Reported shoal and discoloured water southward of, to be expunged from charts.

No. 69 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 86 of 1921), are republished:—

Former Notice.—Calcutta Notice No. 236 of 1920.

Position on charts.—(a) Shoal: At a distance of about 48 miles southward of Wadge bank.

Lat. $6^{\circ} 52' N.$, long. $77^{\circ} 12' E.$ (*approx.*).

(b) Discoloured water: At a distance of about 5 miles westward of (a).
Lat. $6^{\circ} 52'$ N., long. $77^{\circ} 07'$ E. (approx.).

Details.—A careful search of this neighbourhood has failed to reveal any trace of the existence of the shoal and discoloured water reported in the above positions in the year 1920. The foregoing therefore are to be expunged from the charts.

Charts affected.—No. 827, Vengurla to Cape Comorin.

„ 828, Cape Comorin to Cocanada.

„ 70, Bay of Bengal.

„ 748b, Indian ocean—northern portion.

Publication.—W. C. India Pilot, 1919, page 123; Supplement No. 1, 1920.

Authority.—H. M. Surveying Vessel *Merlin*. (H. 7976-20.)

BORNEO, EAST COAST.

Pamukan Bay—Light-buoy established.

No. 70 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 106 of 1921), are republished:—

Position.—At a distance of 4·70 miles, 127° from the south-western extremity of Merah point, on chart No. 2637.

Lat. $2^{\circ} 37'$ S., long. $116^{\circ} 32'$ E. (approx.).

Description.—A light-buoy painted black, exhibiting a *fixed white* light.

Charts affected.—No. 2637, South part of the Strait of Makassar.

„ 941b, Eastern archipelago—sheet 2.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 354.

Authority.—Hague Notice No. 2776 of 1920. (H. 66-21.)

BORNEO, EAST COAST—KURAN (BERAU) RIVER ENTRANCE.

Muara Pantai—Light-buoy established in place of buoy.

No. 71 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 107 of 1921), are republished:—

Position.—In the position hitherto occupied by Muara Pantai black conical fairway buoy with ball topmark, which has been withdrawn.

Lat. $1^{\circ} 57'$ N., long. $118^{\circ} 05'$ E. (approx.).

Description.—A light-buoy painted black, exhibiting an *occulting white* light *every twenty seconds*, thus:

<u>Light,</u>	<u>eclipse.</u>
10 sec.	10 sec.

Charts affected.—No. 2636, North part of the Strait of Makassar.

„ 2660b, China sea, southern portion—eastern sheet.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 431.

Authority.—Hague Notice No. 2778 of 1920. (H. 67-21.)

SUMATRA, WEST COAST.

Benkulen Road—Existence of shoals.

No. 72 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 108 of 1921), are republished:—

(a) *Position.*—At a distance of $8\frac{1}{2}$ cables, 265° , from the tower of Fort Marlborough at Benkulen.

Benkulen, lat. $3^{\circ} 47'$ S., long. $102^{\circ} 15'$ E. (approx.).

Depth.— $2\frac{1}{2}$ fathoms ($4^m 6$).

(b) *Position*.—Southward of Gusong Lampuyang, and at a distance of 4 miles 6 cables. 181° , from the tower referred to above.

Depth.— $4\frac{1}{2}$ fathoms ($8^m 2$).

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda, (b) with plan.

Publication.—China Sea Pilot, Vol. I, 1916, pages 395, 396.

Authority.—Netherlands Government Chart. (H. 9221-20).

NEW GUINEA (PAPUA), SOUTH COAST.

Port Moresby—Alterations in leading lights and beacons.

No. 73 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 114 of 1921), are republished:—

Position.—354-foot hill on Bogirohodobi (Paga) point, lat. $9^\circ 29' S.$ long. $147^\circ 09' E.$ (approx.).

(I) *Leading lights established*:

(i) *Basilisk passage leading lights*:

(a) *Front light*:

Position.—Near Yupukuri mission station, at a distance of 2.56 miles, 115° , from Bogirohodobi 354-foot summit.

Abridged description.—Lt. F., vis. 12 m. (P.A.)

Characteristics:

Character.—*Fixed white*.

Elevation.—123 feet ($37^m 5$).

Visibility.—12 miles.

Structure.—A beacon.

(b) *Rear light*:

Position.—At a distance of about 2.40 cables, 054° , from front light.

Abridged description.—Lt. F., Red, vis. 12 m. (P.A.).

Characteristics:

Character.—*Fixed red*.

Elevation.—219 feet ($66^m 7$).

Visibility.—12 miles.

Structure.—A beacon.

Remarks.—These lights in line bearing 054° lead through Basilisk passage clear of Lark patch.

(ii) *Port Moresby harbour leading lights*:

(a) *Front light*:

Position.—On the shore eastward of Tatana island, at a distance of 2.68 miles, 347° , from Bogirohodobi 354-foot Δ , and 083° from Tatana 413-foot Δ .

Abridged description.—Lt. F., Red, 25 ft. (posn. approx.).

Characteristics:

Character.—*Fixed red*.

Elevation.—25 feet ($7^m 6$).

Structure.—A beacon.

(b) Rear light :

Position.—At a distance of 1·50 cables, 354° , from front light.

Abridged description.—Lt. F., 58 ft. (*posn. approx.*).

Characteristics:

Character.—*Fixed white.*

Elevation.—58 feet (17^m 7).

Structure.—A beacon.

Remarks.—These lights are in line when bearing 354° .

(2) Leading beacons discontinued :

Position.—In Walter bay, at a distance of about 1½ miles eastward from Bogirohodobi point.

Details.—The two white beacons, hitherto forming the leading line through Basilisk passage, have been discontinued and are to be expunged from the charts.

(3) Lights established.

Positions.—(a) On a beacon marking the southern edge of Logolu motu motu, situated at a distance of 3·80 cables, 320° , from Bogirohodobi Δ .

(b) On the beacon which marks the northern extremity of Logolu motu motu, at a distance of 4·80 cables, 332° , from Bogirohodobi Δ .

Description.—Each a *fixed red* light exhibited from a large pillar beacon.

Remarks.—The beacon shown about a quarter of a cable eastward from (a) is to be expunged from chart No. 2126.

(4) Amended position of beacon :

Position (approx.).—At the western extremity of Nateara reef, at a distance of about 2½ cables south-westward from charted position, and 3·43 miles, 190° , from Bogirohodobi 354-foot summit.

Description.—A beacon with triangle.

(5) Beacon erected :

Position (approx.).—On the north-western extremity of Vahunabada reef, at a distance of 1·42 miles, 337° , from Bogirohodobi Δ .

Description.—A beacon.

(6) Beacons to be expunged from chart :

Positions.—At distances of about 8½, 10½ and 12 cables respectively northward from Bogirohodobi Δ .

Description.—Each a beacon.

Note.—The note regarding the unreliability of beacons is to be expunged from chart No. 2126.

Charts affected.—No. 2126, Port Moresby, with plan of approaches.

„ 2121, Freshwater bay to Round head. (1) and (2).

Publications.—List of Lights, Part VI, 1920, No. 2787a, b, c, d.
Pacific Islands Pilot, Vol. I, 1908, pages 52, 54.

Authority.—H.M.S. *Melbourne*, Hyd. Note No. 3 of 1920; and Department of Treasury, Port Moresby. (H. 6812-19 & 9113-20.)

PHILIPPINE ISLANDS—LUZON.

San Bernardino Islets and vicinity—Correction to Chart No. 3368 with regard to shoals.

No. 74 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 121 of 1921), are republished:—

Former Notice.—No. 1167 of 1920. (*This office No. 263 of 1920*).

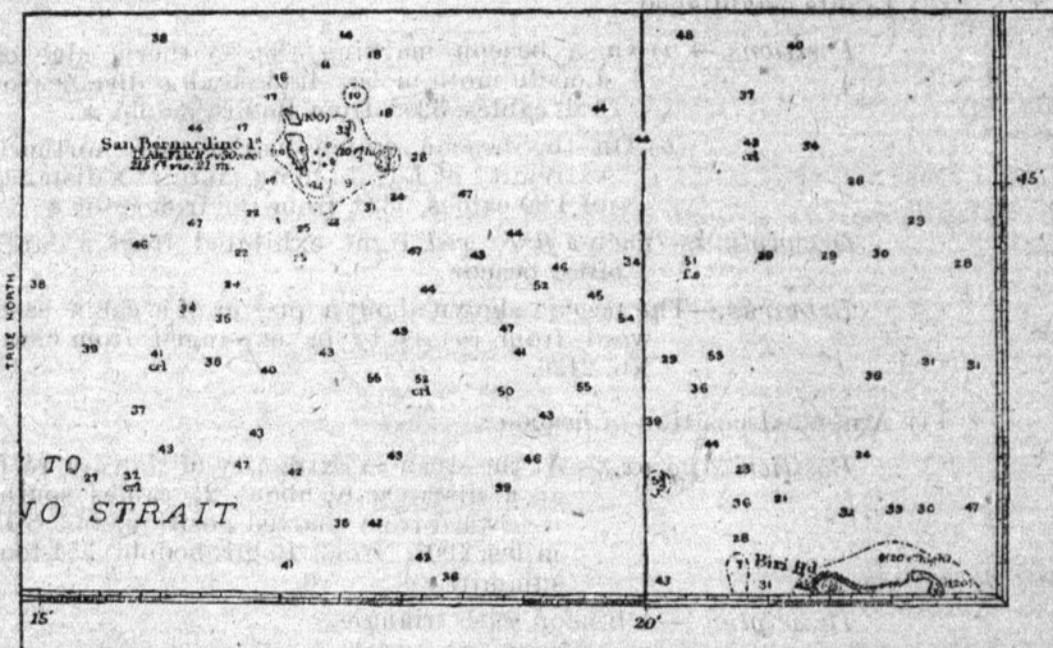
Position.—San Bernardino islet lighthouse, lat. $12^{\circ} 45'$ N., long. $124^{\circ} 17'$ E. (*approx.*).

Details.—The necessary correction to chart No. 3368 with regard to the shoals in the vicinity of San Bernardino islets notified in the former notice is shown on the accompanying reproduction of a portion of that chart.

This chart was not included in the list of charts affected in the former notice.

Chart affected.—No. 3368, Batan island to San Bernardino island, etc.

Authority.—Hydrographic Department. (H. 9100-20.)



Reproduction of Portion of Chart N° 3368

JAPAN—HONSHŪ, SOUTH COAST, GULF OF TOKYO.

Fort No. 2 Light—Alteration in characteristics.

No. 75 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 122 of 1921), are republished:—

Position.—Lat. $35^{\circ} 19'$ N., long. $139^{\circ} 45'$ E. (*approx.*).

New abridged description.—(U) Lt. Occ., ev. 6 sec., 56 ft., vis. 13m.

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—Occulting white every six seconds, thus:

<u>Light,</u>	<u>eclipse</u>
3 sec.	3 sec.

Elevation.—56 feet (17^m1).

Visibility.—13 miles.

Power.—200 candles.

Structure.—White square framework on concrete tower, 29 feet (8^m8) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 3548, Yokohama to Uraga.

„ 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi saki.

„ 3334, Tokyo to Sendai bay.

„ 996, Kii suido to Tokyo.

Publications.—List of Lights, Part VI, 1920, No. 2055.

Japan Pilot, 1914, page 199.

Authority.—Tokyo, Department of Communications, Notices Nos. 1654 and 1700 of 1920. (H. 9043-20.)

JAPAN—HONSHŪ, SOUTH COAST.

Yokosuka approaches—Lights established; Light-buoy withdrawn.

No. 76 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 123 of 1921), are republished:—

1. Lights established:

(a) *Position.*—At a distance of $5\frac{1}{4}$ cables, 085° from the eastern extremity of Natsu shima, on the eastern end of the breakwater under construction.

Natsu shima, lat. $35^\circ 19' N.$, long. $139^\circ 39' E.$ (approx.).

Abridged description.—Lt. Occ., Red ev. 4 sec., vis. 8 m. (U).

Characteristics:

Character.—Occulting red every four seconds, thus:

<u>Light,</u> 2 sec.	<u>eclipse,</u> 2 sec.
-------------------------	---------------------------

Elevation.—40 feet (12^m2).

Visibility.—8 miles.

Power.—Under 100 candles.

Structure.—Red square iron tower, 35 feet (10^m7) in height.

(b) *Position.*—At a distance of 6 cables, 073° , from the eastern extremity of Natsu shima, on the north-western end of the North-east breakwater.

Abridged description.—Lt. Occ., Gn., ev., 4 sec. vis. 7 m. (U).

Characteristics:

Character.—Occulting green every four seconds, thus:

<u>Light,</u> 2 sec.	<u>eclipse,</u> 2 sec.
-------------------------	---------------------------

Elevation.—40 feet (12^m2).

Visibility.—7 miles.

Power.—Under 100 candles.

Structure.—Green square iron tower, 35 feet (10^m7) in height.

(c) *Position.*—At a distance of 11·9 cables, 98° , from the eastern extremity of Natsu shima, on the south-eastern end of the North-east breakwater.

Abridged description.—Lt. Occ., ev. 6 sec., vi 13 m. (U.)

Characteristics:

Character.—Occulting white every six seconds, thus:

<u>Light.</u>	<u>eclipse.</u>
3 sec.	3 sec.

Elevation.—55 feet (16^m8).

Visibility.—13 miles.

Power.—1,300 candles.

Structure.—White square iron tower 50 feet (15^m2) in height.

Remarks.—The lights are unwatched.

2. Light-buoy withdrawn:

Position.—Formerly marking Kita Nakane, near the south-eastern end of the north-east breakwater.

Description.—A light-buoy with flashing white light.

Charts affected.—No. 3548, Yokohama to Uraga.

„ 2657, Gulf of Tokyo or Yedo.

„ 953, Omai saki to Tsurugi saki. 1 (c), 2.

„ 996, Kii suido to Tokyo. 1 (c), 2.

„ 3334, Tokyo to Sendai bay. 1 (c), 2.

Publications.—List of Lights, Part VI, 1920, No. 2055a, b, c.
Japan Pilot, 1914, page 201.

Authority.—Tokyo Notice No. 328 of 1920. (H. 111-21.)

JAPAN—HONSHŪ, NORTH-WEST COAST.

Saruyama Saki—Light established.

No. 77 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 132 of 1921), are republished:—

Position.—Lat. 37° 19' 20" N., long. 136° 42' 55" E., on chart No. 2243.

Abridged description.—Lt. Gp. Fl. (4), ev. min., 696ft. vis. 34m.

Characteristics:

Character.—Group flashing white showing four flashes every minute thus:

<u>Four flashes,</u>	<u>eclipse.</u>
23 sec.	37 sec.

Elevation.—696 feet (212^m1).

Visibility.—34 miles, from 015° through east to 214°.

Power.—100,000 candles.

Structure.—White square concrete tower, 30 feet (9^m1) in height.

Charts affected.—No. 2243, Noto peninsula.

„ 3003, Ando zaki to Ōtose zaki.

„ 2347, Honshū, Kiushū and Shikoku, &c.

„ 2459, North-west Pacific ocean, &c.

Publications.—List of Lights, Part VI, 1920, No. 2151a.

Japan Pilot, 1914, page 630.

Authority.—Tokyo, Department of Communications, Notice No. 1683 of 1920. (H. 9046-20.)

CHINA SEA—PALAWAN, EAST COAST.

Puerto Princesa (Port Royalist)—Amendments to chart.

No. 78 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 140 of 1921), are republished:—

Position.—Saboruko point, lat. $9^{\circ} 44' N.$, long. $118^{\circ} 43' E.$ (*approx.*).

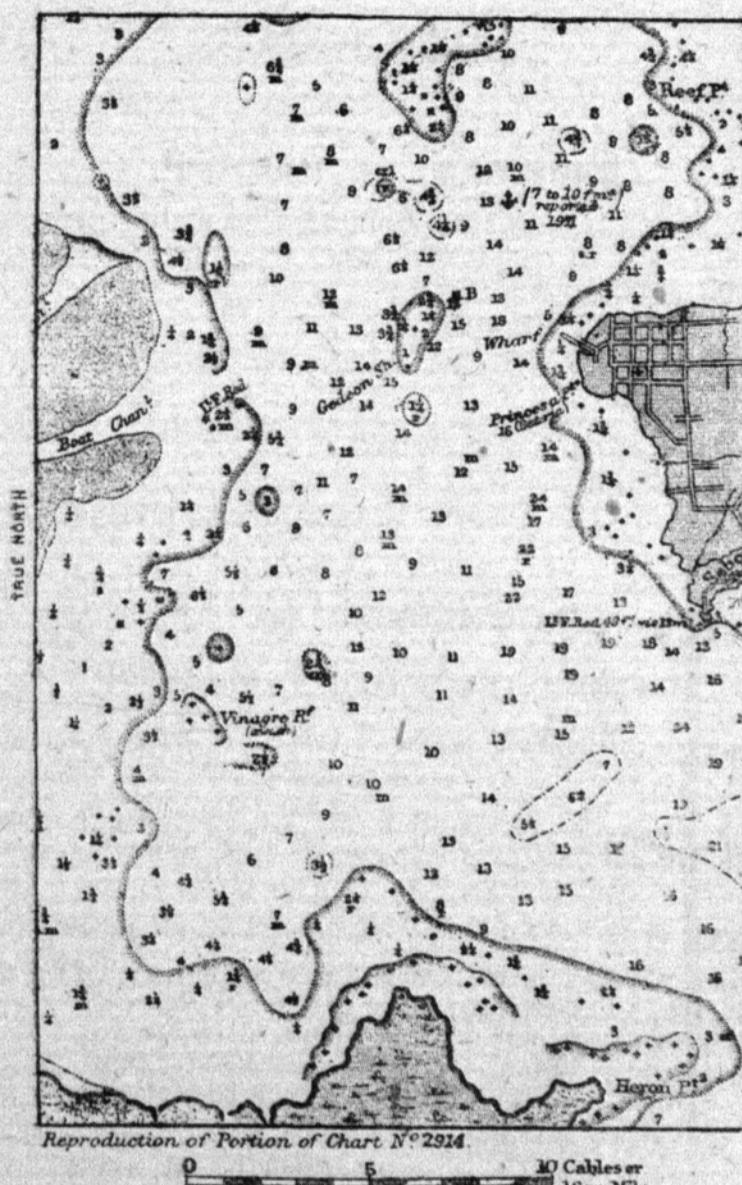
Details.—The accompanying reproduction of a portion of chart No. 2914 shows the necessary amendment to that chart with regard to rocks and shoals and the establishment of a light in Puerto Princesa. The extension of the wharf near Princesa point is also shown on the reproduction.

Chart affected.—No. 2914, Puerto Princesa.

Publications.—List of Lights, Part VI, 1920, No. 1131.

Eastern Archipelago Pilot, Part I, 1911, pages 100, 101, 102.

Authority.—U. S. A. Government Chart. (*H. 9085-20.*)



W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, MARCH 30, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 14th March 1921.

The 14th March 1921.

AUSTRALIA, SOUTH COAST—VICTORIA.

Port Phillip—Amended tidal information and caution regarding depth in entrance.

No. 87 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 152 of 1921), are re-published:—

Position.—Queenscliff, lat. 38° 16' S., long. 144° 40' E. (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 2747 and 1171 show the necessary corrections to those charts with regard to the information concerning tides and tidal streams and to the cautionary note regarding the navigability of the entrance to Port Phillip.

Note.—The H. W. F. & C. at Lonsdale point is to be amended on charts Nos. 1695b and 3169.

*Charts affected.—No. 2747, Entrance to Port Phillip.
" 1171, Port Phillip.
" 1695b, Bass strait—western sheet.
" 3169, Port Phillip to Gabo island.*

Publication.—Australia Pilot, Vol. II, 1918, pages 84, 86.

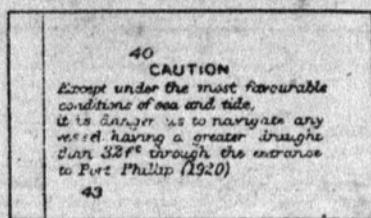
Authority.—H.M.S. *Renown*, Remark Book, 1920, and Melbourne General Notice to Mariners. (H. 8105-20.)

TIDES AND TIDAL STREAMS			
In the Entrance it is H.W.E.C. at $21^{\text{h}} 37^{\text{m}}$ approximately			
Lonsdale Pt.	Spr. rise 7 ft. Neaps rise 5 ft		
Queenscliff	3 2		
Water level within Port Phillip is much affected by winds blowing for a long period in one direction and may remain above mean level continuously for some time after Southerly gales or below mean level continuously for some time after Northerly gales.			
At about the time of high and low water in the entrance the stream runs at its strongest 5 to 7 knots, slack water occurs at about 3 hours before and after high water in the entrance, and the stream runs in from about 3 hours before till 3 hours after high water, out at other times, the time of slack water and the velocity of the stream are affected by wind and freshets.			
Tidal stream signals are shown by day from a flagstaff near Point Lonsdale Lighthouse.			14
Blue flag at half mast indicates first quarter of ingoing stream			
..... masthead second			
Red flag at half mast third			
..... masthead fourth			
The same signals are used for the outgoing stream with a ball under the flag.			
By night, one green light is shown under the main light of Point Lonsdale Lighthouse during the ingoing stream, two green lights under the main light during the outgoing stream.			
Arthur's Seat with South Channel Leading Lights in line 107 S. 81° E. Mag.)			

40	54	42
63		
CAUTION		
70		45
Except under the most favourable conditions of sea and tide it is dangerous to navigate any vessel having a greater draught than 32 ft through the entrance to Port Phillip (1920).		57
During blasting operations		
matters are cautioned to		79
73 avoid the vessels employed		
77	86	

Reproduction of Portions of Chart N° 2747.

TIDES AND TIDAL STREAMS			
In the Entrance it is H.W.F. & C. at $21^{\text{h}} 37^{\text{m}}$ approximately			
Lonsdale Pt.	Spr. rise 7 ft. Neaps rise 5 ft		
Queenscliff	3 2		
Water level within Port Phillip is much affected by winds blowing for a long period in one direction and may remain above mean level continuously for some time after Southerly gales or below mean level continuously for some time after Northerly gales.			
At about the time of high and low water in the entrance the stream runs at its strongest 5 to 7 knots, slack water occurs at about 3 hours before and after high water in the entrance, and the stream runs in from about 3 hours before till 3 hours after high water, out at other times, the time of slack water and the velocity of the stream are affected by wind and freshets.			
Tidal stream signals are shown by day from a flagstaff near Point Lonsdale Lighthouse.			
Blue flag at half mast indicates first quarter of ingoing stream			
..... masthead second			
Red flag at half mast third			
..... masthead fourth			
The same signals are used for the outgoing stream with a ball under the flag.			
By night, one green light is shown under the main light of Point Lonsdale Lighthouse during the ingoing stream, two green lights under the main light during the outgoing stream.			
TIME SIGNAL			
A flag is dipped at the Signal Station, Queenscliff at 1 P.M. Standard mean time corresponding to 15° 0' 0" G.M.T.			



Reproduction of Portions of Chart No. 2761.

SUMATRA, WEST COAST—ENGANO ISLAND.

Engano Bay—Amendment to chart with regard to shoals.

No. 88 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 160 of 1921), are re-published:—

Position.—Kowabi point, lat. $5^{\circ} 29' S.$, long. $102^{\circ} 22' E.$ (approx.).

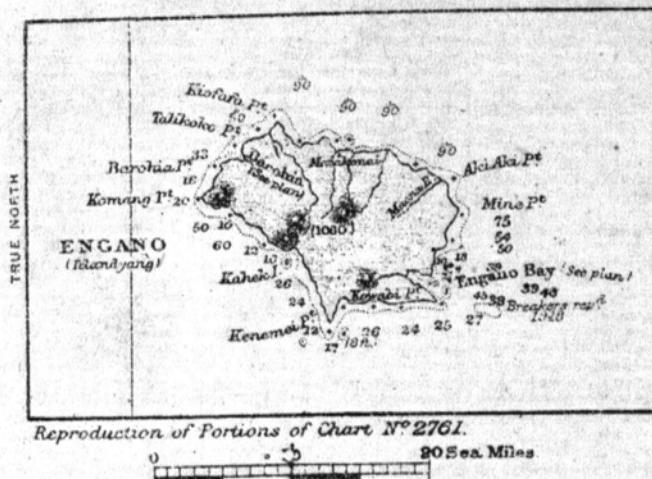
Details.—The accompanying reproduction of a portion of chart No. 2761, and of the plan of Engano bay on that chart, shows the necessary corrections with regard to shoals in Engano bay.

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda, with plan.

Publication.—China Sea Pilot, Vol. I, 1916, page 468.

Authority.—Netherlands Government Chart. (H. 9219-20.)





CELEBES, SOUTH-EAST COAST—GULF OF BONI.

Lahou—Existence of shoals westward of.

No. 89 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 168 of 1921), are republished:—

Position.—At a distance of about $1\frac{1}{4}$ miles westward of Lahou village.

Lat. $3^{\circ} 04' 18''$ S., long. $121^{\circ} 02' 30''$ E.

Description.—Three rocky shoals lying close together, over which there is a least depth of 2 fathoms ($3^{\text{m}}7$).

Remarks.—This depth is to be placed on the charts in the above position, and the depth of 15 fathoms close north-westward of it is to be expunged.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.

“ 941b, Eastern archipelago—sheet 2.

“ 942a, Eastern archipelago—sheet 3.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 465.

Authority.—Hague Notice No. 33 of 1921. (H. 284-21.)

AUSTRALIA—QUEENSLAND.

Cairns Harbour entrance—Remains of fairway beacon marked by buoy.

No. 90 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 169 of 1921), are republished:—

Former Notice—No. 1491 of 1920. (This office No. 69 of 1920.)

Position.—Lat. $16^{\circ} 51'$ S., long. $145^{\circ} 49'$ E. (approx.).

Details.—There is now a least depth of 5 feet ($1^{\text{m}}5$) over the remains of the Fairway beacon, which was destroyed in the year 1918.

The above depth, encircled by a danger line, is to be inserted on the charts in the position of the beacon.

Remarks—The remains of the beacon are marked by a black buoy.

Note.—The note “(remains of)” is to be added to the description of the beacon on the charts.

Charts affected.—No. 3133, Cairns harbour.

„ 2350, Double point to Cape Grafton.

„ 2924, Cape Grafton to Hope islands.

Publication.—Australia Pilot, Vol. IV, 1917, page 200; Revised Supplement, 1920.

Authority.—Brisbane Notice No. 5 of 1920. (H. 234-21.)

PORtUGUESE EAST AFRICA.

Lourenco Marques—Amended limits of anchorages ; Existence of wreck.

No. 91 (second publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 177 of 1921), are republished :—

Position.—British consulate, lat. $25^{\circ} 58' S.$, long. $32^{\circ} 35' E.$ (approx.).

(1) Anchorages :

(a) Mercantile anchorage :

Details.—The mercantile anchorage in Espirito Santo river now lies between the following limits :—

- (i) A line drawn in a 225° direction from a point situated 1·53 miles, 285° , from the southern corner of the British consulate.
- (ii) A line drawn in a 210° direction from a point situated one mile, 273° , from the southern corner of the British consulate.

(b) Man-of-war anchorage :

Details.—The man-of-war anchorage now lies between the following limits :—

- (i) A line drawn in a 211° direction from a point situated 5·5 cables, 217° , from the southern corner of the British consulate.
- (ii) A line drawn in a 227° direction from a point situated 1·03 miles, 155° , from the southern corner of the British consulate.

(c) Prohibited anchorage :

Details.—Anchorage is prohibited between the seaward limit of the mercantile anchorage and the north-western limit of the man-of-war anchorage defined above.

(d) Quarantine anchorage :

Details.—The quarantine anchorage lies between the seaward limit of the man-of-war anchorage and the northern limit of Polana dredged channel (produced to the shore bank).

Existence of wreck :

Position.—Stem of wreck, at a distance of 9·0 cables, 239° , from the southern corner of the British consulate.

Description.—Wreck of S.S. *Engineer* with masts and funnel showing above high water.

The wreck is about 400 feet (121^m9) in length and lies heading in a 297° direction.

Charts affected.—No. 646, Lourenço Marques.
„ 644, Delagoa bay (2).

Publication.—Africa Pilot, Part III, 1915, page 198.

Authority.—H. M. S. Lowestoft, Hyd. Note No. 11 of 1920. (H. 9203-20.)

CELEBES, WEST COAST

Tana Keke Strait—Beacon erected; Buoys withdrawn; Existence of shoal.

No. 92 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 178 of 1921), are republished:—

(1) Beacon erected:

Position.—Lat. $5^{\circ} 28' 40''$ S., long. $119^{\circ} 19' 15''$ E.

Description.—A black cone beacon.

(2) Buoys withdrawn:

(a) *Position.*—Lat. $5^{\circ} 28'$ S., long. $119^{\circ} 19'$ E. (*approx.*).

Description.—Black can buoy with truncated cone topmark.

(b) *Position.*—Lat. $5^{\circ} 27'$ S., long. $119^{\circ} 20'$ E. (*approx.*).

Description.—White conical buoy with ball topmark.

(3) Existence of shoal:

Position.—Lat. $5^{\circ} 27' 36''$ S., long. $119^{\circ} 21' 00''$ E.

Depth.— $2\frac{1}{4}$ fathoms (4^m1).

Charts affected.—No. 1293, Approaches to Makassar.

„ 2637, South part of the Strait of Makassar (1) and (2).

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 382.

Authority.—Hague Notice No. 1738 of 1920. (H. 6100-20.)

JAPAN, SHIKOKU, WEST COAST—YAWATAHAMA KO APPROACH.

Sa Shima—Light established.

No. 93 (*second publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 183 of 1921), are republished:—

Position.—On the northern side of Sa shima.

Lat. $33^{\circ} 26' 17''$ N., long. $132^{\circ} 21' 37''$ E.

Abridged description.—F., 125 ft. 8 m. (U).

Characteristics:

Character.—Fixed white.

Elevation.—125 feet (38^m1).

Visibility.—8 miles.

Power.—Under 100 candles.

Structure.—White wooden tripod, 6 feet (1^m8) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 1587, Yawatalama ko and approaches.

“ 651, Bungo channel.

“ 2875, Naikai (S^eto uchi) or Inland sea.

“ 1648, Osumi kaikyo to Oshima.

Publications.—List of Lights, Part VI, 1920, No. 1934a.
Japan Pilot, 1914, page 112.

Authority.—Tokyo, Department of Communications, Notice No. 1779
of 1920. (H. 373-21.)

AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

Aye (i) Reef—Beacon discontinued.

No. 94 (second publication).—

Subject.—The black square beacon on Aye (i) Reef has been destroyed.
The beacon will not be re-established.

Position.—On the southern end of Aye (i) Reef.

Lat. 13° 58 $\frac{1}{4}$ ' S., long. 143° 50 $\frac{1}{4}$ ' E. on Chart No. 2921.

Description.—A black square beacon.

Note.—No further notice will be given.

Charts affected.—No. 2921, Claremont Point to Cape Direction.

“ 2922, Turtle Group to Claremont Point.

“ 2764, Coral Sea and Great Barrier Reefs, Sheet II.

Publication.—Australia Pilot, Vol. IV, 1917, page 255.

Authority.—Melbourne Notice No. 1 of 1921.

AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

Ellis Islet—Beacon to be discontinued.

No. 95 (second publication).—

Subject.—The black square beacon (No. VII.) on Ellis Islet will be discontinued on or about 30th April 1921.

Position.—On the centre of Ellis Islet.

Lat. 13° 22 $\frac{1}{4}$ ' S., long. 143° 41 $\frac{1}{2}$ ' E. on Chart No. 3762.

Description.—A black square beacon (No. VII).

Note.—No further notice will be given.

Charts affected.—No. 3762, Hay Island to Bow Reef.

“ 2921, Claremont Point to Cape Direction.

“ 2764, Coral Sea and Great Barrier Reefs, Sheet II.

Publication.—Australia Pilot, Vol. IV, 1917, page 265.

Authority.—Melbourne Notice No. 2 of 1921.

The 8th March 1921.

SUMATRA, WEST COAST.

Pulo Pisang harbour and Kru Road—Amendments to chart.

No. 79 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 188 of 1921), are republished:—

Position.—Tanjong Salobu, lat. $5^{\circ} 11' S.$, long $103^{\circ} 56' E.$ (*approx.*).

Details.—The accompanying reproduction of the plan of Pulo Pisang harbour and Kru road on chart No. 866 shows the necessary corrections with regard to depths and the existence of a light on Kru pier.

Charts affected.—No. 866, Plan of Pulo Pisang harbour and Kru road.

, 2761, Chingkuk bay to the Strait of Sunda.

Publications.—List of Lights, Part VI, 1920, No. 846.

China Sea Pilot, Vol. I, 1916, pages 400, 401.

Authority.—Netherlands Government Chart. (H. 9220-20.)



Reproduction of Portion of Chart N° 866.

JAPAN, HONSHŪ, NORTH COAST—NOTO PENINSULA.

Nanao Wan (South Harbour)—Light established; Alteration in light-buoy.

No. 80 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 206 of 1921), are republished:—

(1) *Light:*

Position.—On the north-western angle of De zaki railway wharf, at a distance of 4 cables, 69^c , from Nanao town pier light.

Lat. $37^{\circ} 03' N.$, long. $126^{\circ} 58' E.$ (*approx.*).

Abridged description.—Lt. F.

Description.—A *fixed white* light.

Remarks.—The wharf, which is about half a cable in width, is to be shown on the chart as extending as far as the light.

(2) Alteration in light-buoy :

Position.—Off the western side of Tori Guri shoal.

Lat. $37^{\circ} 05'$ N., long. $137^{\circ} 00'$ E. (*approx.*).

Alteration.—The light on this light-buoy has been altered from *flashing red* to *flashing white every five seconds*, thus :

<u>Flash,</u> 1 sec.	<u>eclipse,</u> 4 sec.
-------------------------	---------------------------

Chart affected.—No. 3614, Nanao wan.

Publications.—List of lights, Part VI, 1920, No. 2150 (*Remarks*).

Japan Pilot, 1914, pages 637, 638; Supplement No. 4, 1920.

Authority.—H.M.S. Colombo, Remark Book, 1920. (*H. 406-21.*)

AUSTRALIA—QUEENSLAND.

Fitzroy River—Lights to be expunged from chart; Caution.

No. 81 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 207 of 1921), are re-published :—

Position.—Cardigan Point, lat. $23^{\circ} 33'$ S., long. $150^{\circ} 56'$ E. (*approx.*).

Details.—All lights at Port Alma and in the Fitzroy river westward of the meridian of longitude $150^{\circ} 54'$ E. are to be expunged from chart No. 363.

Caution.—The cautionary note regarding the necessity for local knowledge in navigating above Cardigan Point is to be expunged from the chart and the following inserted in its place :—

“ CAUTION.”

“ Owing to the shifting nature of the shoals and the general intricacies of the channels in the Fitzroy River, only the outer lights are shown. Strangers should not attempt to enter without a Pilot.”

Note.—A new edition of chart No. 363 embodying these corrections will shortly be published.

Chart affected.—No. 363, Keppel Bay and Islands.

Publications.—List of Lights, Part VI, 1920, Nos. 2665 to 2673 and 2676, 2677.

Australia Pilot, Vol. IV, 1917, pages 58 to 60.

Authority.—Hydrographic Department. (*H. 9177-20.*)

JAPAN—KIUSSIU, WEST COAST, NAGASAKI HARBOUR.

Kageno Shima light—Alteration in sectors.

No. 82 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 221 of 1921), are republished:—

Position.—On the northern side of Kageno shima.

Lat. $32^{\circ} 42'$ N., long. $129^{\circ} 49'$ E. (approx.).

Alteration.—The sector of this *occulting red* light which was obscured over Ōsone, between the bearings 243° and 262° , has been discontinued. The light is now visible from 098° to 203° and from 230° to 304° , being obscured elsewhere.

Charts affected.—No. 2815, Nagasaki harbour.

“ 2415, Approach to Nagasaki harbour.

Publications.—List of Lights, Part VI, 1920, No. 1890.

Japan Pilot, 1914, page 462; Supplement No. 4, 1920.

Authority.—Tokyo, Department of Communications Notice, No. 1824 of 1920. (H. 382-21.)

EASTERN ARCHIPELAGO—STRAIT OF MAKASSAR.

Little Paternoster Islands—Light established.

No. 83 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 224 of 1921), are republished:—

Position.—On the northern side of Balabalagan.

Lat. $2^{\circ} 32' 24''$ S., long. $117^{\circ} 57' 00''$ E.

Abridged description.—Lt. Occ. ev. 4 sec. 143 ft., vis. 17 m.

Characteristics:

Character.—*Occulting white every four seconds*, thus :

<u>Light,</u>	<u>eclipse.</u>
2 sec.	2 sec.

Elevation.—143 feet (43 $\frac{1}{2}$ m.).

Visibility.—17 miles.

Structure.—White iron framework, 131 feet (39 $\frac{1}{2}$ m.) in height.

Charts affected.—No. 2637, South part of the Strait of Makassar.

“ 941b, Eastern archipelago—sheet 2.

“ 1263, China sea.

“ 2759a, Australia—northern portion.

Publications.—List of Lights, Part VI, 1920, No. 1026a.

Eastern Archipelago Pilot, Part II, 1913, page 359.

Authority.—Hague Notice No. 132 of 1921. (H. 285-21.)

RED SEA—JUBAL STRAIT APPROACH.

Jifátin Kebír—Lights established.

No. 84 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 225 of 1921), are republished:—

Position.—Near the eastern side of Jifátin Kebír.

Lat. $27^{\circ} 12' 45''$ N., long. $33^{\circ} 56' 15''$ E.

Abridged description.—2 electric lts. (occas.).

Description.—Two 500-candle power electric lights.

Remarks.—These lights are used by the Anglo-Egyptian Oilfields Ltd., and are to be marked “(Occasional)” on the charts.

Charts affected.—No. 2838, Strait of Jubal.

„ 757, Gulf of Suez.

„ 8a, Red sea—sheet 1.

Publications.—List of Lights, Part V, 1920, No. 2174 (Remarks).
Red Sea, etc., Pilot, 1909, page 113.

Authority.—Alexandria Notice No. 14 of 1920. (H. 237-21.)

INDIA, WEST COAST.

Rajpuri Point—Derelict reported south-westward of.

No. 85 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 32M. of 1921), are republished:—

Date sighted 20th February 1921.

Position.—At a distance of about 14 miles 250° from Rajpuri Point Lighthouse.

Lat. $18^{\circ} 14' 00''$ N.

Long. $72^{\circ} 42' 00''$ E.

Details.—The Master of ss. "Canara" reports having passed apparently a timber-laden derelict dhow awash in the above position.

Caution.—Mariners are hereby warned accordingly.

Charts temporarily affected.—No. 738, Kundari Island to Boria Pagoda.

„ 2736, Gulf of Kutch to Vizadrug.

„ 826, Karachi to Venguria.

Authority.—The Port Officer, Bombay, dated the 21st February 1921.

RED SEA, EASTERN SHORE.

Kamaran Passage, Southern Approach—Buoy out of position.

No. 86 (*third publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 33M. of 1921), are republished:—

Details.—The portland red conical buoy with staff and cylinder top mark, which was moored at a distance of $3\frac{3}{16}$ cables 26° from the beacon on Ras el Bayadh, is reported out of position and now lies approximately in the following position.

Position approximate.—At a distance of about 3 cables 35° from the charted position.

Caution.—Mariners are hereby warned accordingly.

Chart affected.—No. 543, Kamaran Passage and southern approach.

Publications.—Red Sea and Gulf of Aden Pilot, 1909, page 364; Revised Supplement (3), 1917.

Authority.—Port Officer, Aden, Telegram dated 24th February 1921.

W. K. THYNE, COMDR., R.I.M.,

Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, APRIL 6, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

A. E. HAROLD, CAPT., R.I.M.,
Port Officer of Calcutta.

A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 31st March 1921.

CHINA, EAST COAST—YUNG RIVER APPROACH.

Tse Le (Square Island)—Alteration in fog-signal.

No. 96 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 237 of 1921), are republished:—

Position.—Lat. 30° 00' N., long. 121° 45' E. (*approx.*).

Alteration.—The bell has been discontinued and replaced by a gun-signal consisting of two guns fired with an interval of *two minutes* between them, *every five minutes*, thus:

Remarks.—When a vessel's fog-signal is heard a warning gun is fired followed by an interval of *five minutes*, after which the signal described above is made and repeated as long as the vessel's fog-signal, indicating that she is under way, continues to be heard.

Note.—The note “(*occas.*)” is to be inserted against this fog-signal on the charts.

Charts affected.—No. 1592, Yung river and approaches.

“ 1429, Nimrod sound to Yung river.

“ 1199, Kue shan islands to the Yang tse kiang.

Publications.—List of Lights, Part VI, 1920, No. 1563.

China Sea Pilot, Vol. V, 1912, page 356.

Authority.—Shanghai Notice No. 714 of 1920. (*H. 520-21.*)

CHINA, SOUTH COAST.

Hongkong Harbour—Amendments to charts with regard to buoyage.

No. 97 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 238 of 1921), are republished:—

Position.—Kau lung point, lat. $22^{\circ} 18' N.$, long. $114^{\circ} 10' E.$ (*approx.*).

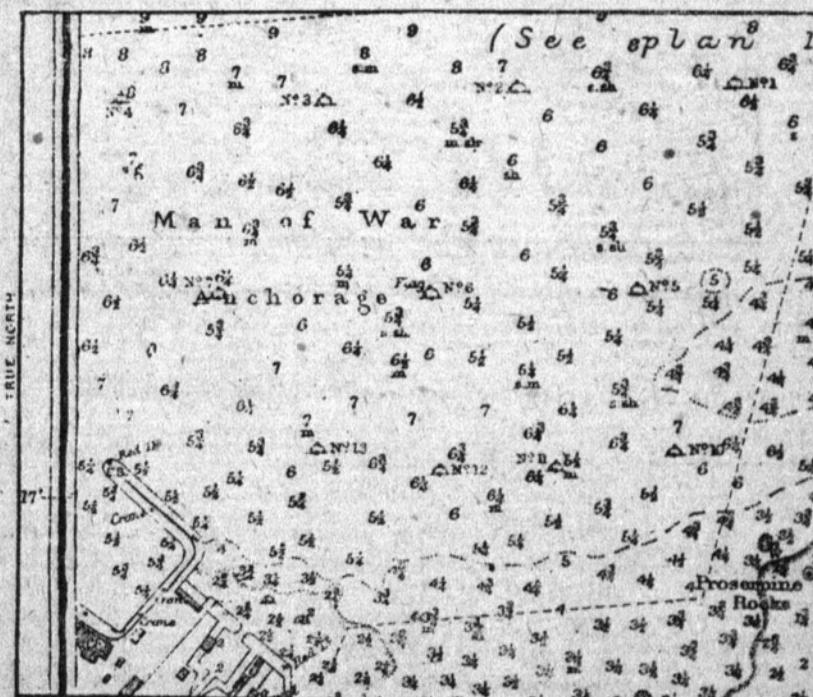
Details.—The mooring-buoys in the Man-of-War anchorages off the Royal Naval dépôt near Kau lung point and off the city of Victoria have been extensively altered both as regards positions and numbers, as shown on the accompanying reproductions of portions of charts Nos. 3279 and 3280.

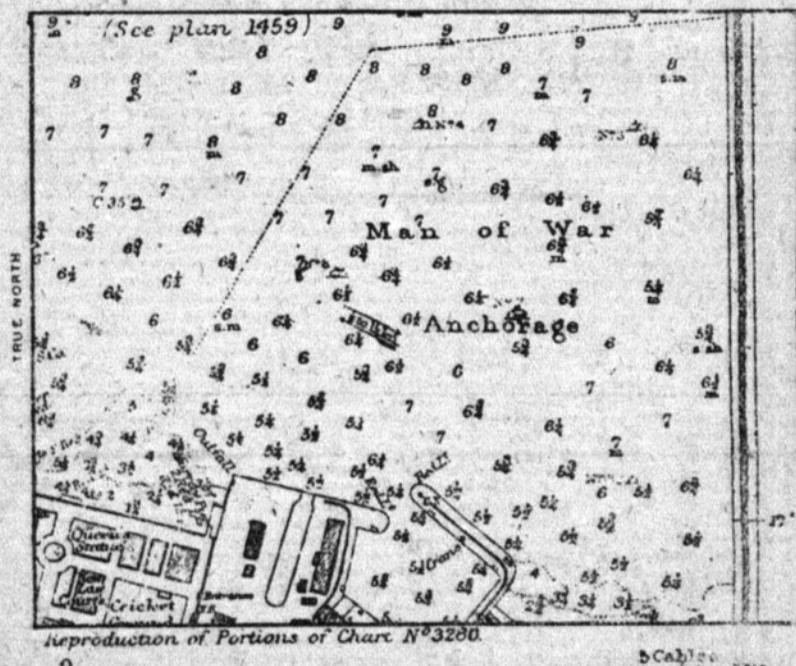
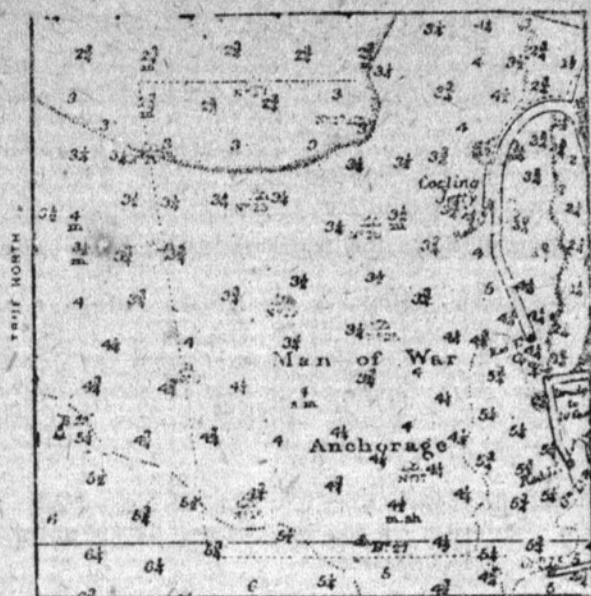
Remarks.—A new edition of chart No. 1459 embodying these corrections is in course of preparation and will be issued shortly.

Charts affected.—No. 3279, Hongkong waters—East.

„ 3280, Hongkong waters—West.

Authority.—King's Harbour Master, H.M. Dockyard, Hongkong.
(H. 4970-20.)





Reproduction of Portions of Chart N° 3280.

Scale
1 in. = 5 miles

JAPAN, HONSHŪ—WAKASA BAY APPROACH.

Genatsu se—Amendments to charts with regard to position and depths.

No. 98 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No 239 of 1921), are republished:—

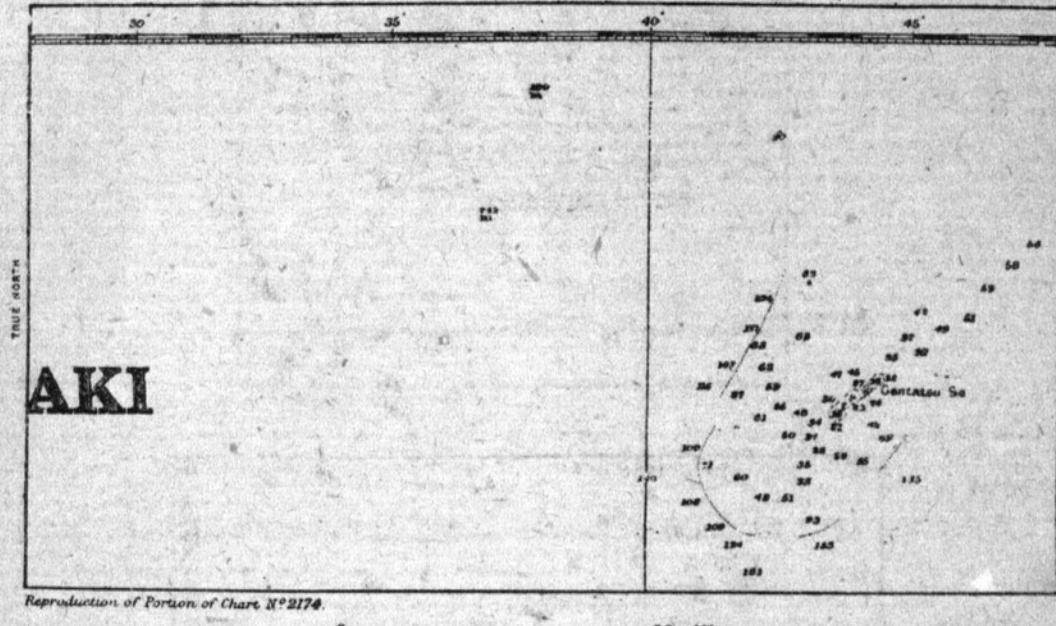
Position.—Lat. $36^{\circ} 13'$ N., long. $135^{\circ} 44'$ E.

Details.—The accompanying reproductions of portions of charts Nos. 2174, 1495 and 2347 show the amended position of and depth over Genatsu se, together with amended depths in vicinity.

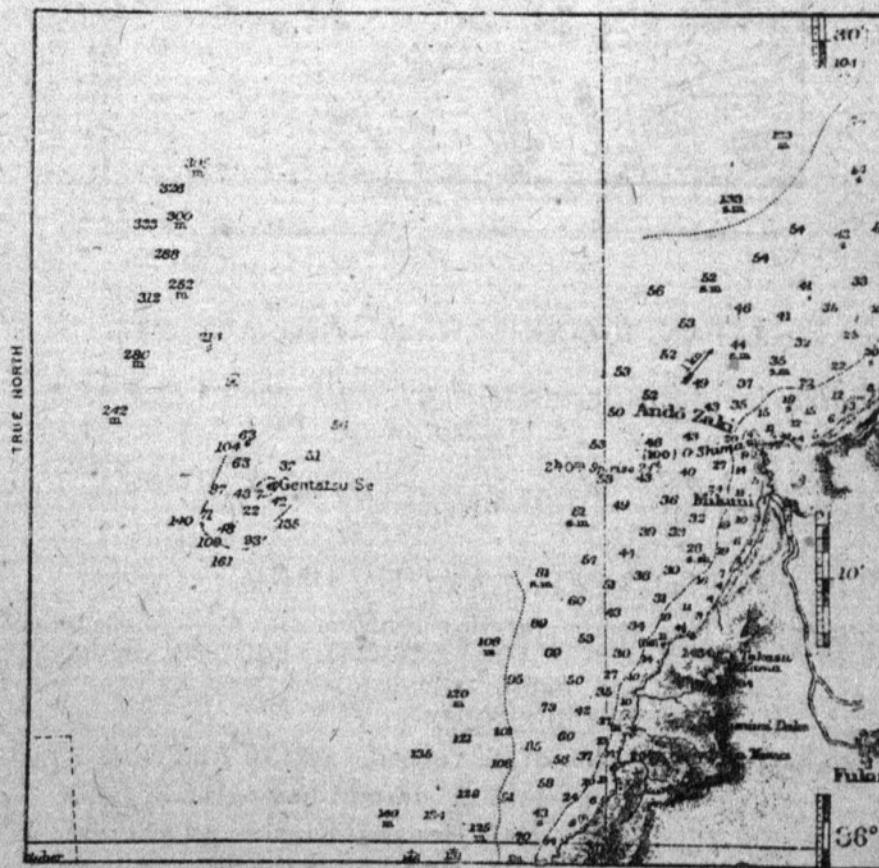
Charts affected.—No. 2174, Amarube zaki to Ando zaki.
 " 1495, Aburatani bay to Ando zaki.
 " 2347, Honshū, Kiusiu and Shikoku, &c.
 " 2459, North-west Pacific ocean, &c.

Publication.—Japan Pilot, 1914, page 627.

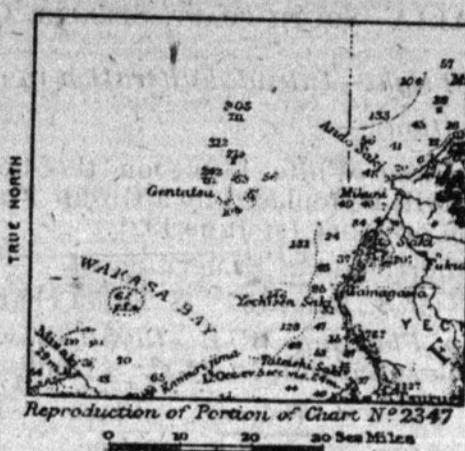
Authority.—Tokyo Notice No. 303 of 1920. (H. 101-21.)



Reproduction of Portion of Chart N° 2174.



Reproduction of Portion of Chart N° 1495



SUMATRA, EAST COAST—BANKA STRAIT.

Amelia bank—Decreased depth on shoal.

No. 99 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 257 of 1921), are re-published:—

Position.—At a distance of about 6 miles south-westward from Tan-jong Puni.

Lat. $2^{\circ} 13' 00''$ S., long. $105^{\circ} 14' 50''$ E., on chart No. 3471.

Depth.—3 fathoms (5 $m\frac{5}{6}$).

Remarks.—The above depth is to be substituted for the depth of $4\frac{1}{2}$ fathoms shown on the charts in this position.

Charts affected.—No. 3471, Banka strait.

“ 2597, Banka strait.

“ 2149, Banka and Gaspar straits.

“ 2757, Banka strait to Singapore.

Publication.—China Sea Pilot, Vol. II, 1915, page 110.

Authority.—U.S.A. Hyd. Office Notice No. 101 of 1921. (H. 643-21.)

TASMANIA—SOUTH COAST.

Maatsuyker Isles Light—Intended alteration in characteristics.

No. 100 (*first publication*).—

Subject.—The power of the Group Flashing White Light on the south-west Maatsuyker Isle will be increased, and the duration of the flashes will be reduced to 2-6/10 seconds on or about 21st May 1921.

Position.—On the south end of the south-west Maatsuyker Isle.

Lat. $43^{\circ} 40'$ S., long. $146^{\circ} 17'$ E., on chart No. 1079.

Character.—*Group Flashing White Light*, showing two flashes every thirty seconds; duration of flashes about 2-6/10 seconds.

Power.—150,000 candles.

Remarks.—The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 1079, Tasmania.

“ 2759b, Australia, southern portion.

Publications.—List of Lights and Time Signals, Part VI, 1920
No. 2842.

Australia Pilot, Vol. II, 1918, page 336.

Authority.—Melbourne Notice No. 3 of 1921.

AUSTRALIA—SOUTH COAST, SPENCER GULF.

*Eastern Shoal light—Intended alteration in character**No. 101 (first publication).—*

Subject.—The Flashing White Light on the north end of Eastern Shoal will be replaced by a Group Flashing White Light (U), on or about 1st June 1921.

Position.—On the north end of Eastern Shoal.

Lat. $33^{\circ} 05'$ S., long. $137^{\circ} 48'$ E., on chart No. 2389.

Character.—*Group Flashing White Light* showing *two* flashes in quick succession every six seconds, thus:—

Flash	Eclipse	Flash	Eclipse
$\frac{1}{3}$ sec.	1 sec.	$\frac{1}{3}$ sec.	$4\frac{1}{3}$ secs.

Remarks.—The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 403, Wood Point to Lowly Point.

,, 2389, St. Vincent and Spencer Gulfs.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2336.

Australia Pilot, Vol. I, 1918, page 222.

Authority.—Melbourne Notice No. 4 of 1921.

TASMANIA—WEST COAST.

*Cape Sorell light—Intended alteration in characteristics.**No. 102 (first publication).—*

Subject.—The power of the alternating Flashing White and Red Light on Cape Sorell will be increased, and the duration of the flash will be reduced to $2\frac{1}{4}$ seconds, on or about 21st June 1921.

Position.—Lat. $42^{\circ} 11'$ S., long. $145^{\circ} 10'$ E., on chart No. 1079.

Character.—*Alternating Flashing White and Red Light*, showing *one* flash every *twenty-two and a-half* seconds; duration of flash about $2\frac{1}{4}$ seconds.

Power.—White light, 84,000 candles; Red light, 33,000 candles.

Remarks.—The other details of the light will remain unchanged.

Note.—No further notice will be given.

Charts affected.—No. 1629, Macquarie Harbour.

,, 1079, Tasmania.

,, 2759b, Australia, southern portion.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2843.

Australia Pilot, Vol. II, 1918, page 307.

Authority.—Melbourne Notice No. 5 of 1921.

AUSTRALIA—SOUTH-EAST COAST.

*Gabo Island lighthouse—Alteration in fog-signal.**No. 103 (first publication).—*

Subject.—The explosive fog-signal at the Gabo Island Lighthouse has been altered from two explosive rockets in quick succession every five minutes to one explosive rocket every five minutes.

Position.—Lat. $37^{\circ} 34'$ S., long. $149^{\circ} 55'$ E., on chart No. 1017.

Note.—No further notice will be given.

Charts affected.—No. 1017, Gabo Island to Montagu Island.

“ 1211, Gabo Island to Port Jackson.

“ 3169, Port Phillip to Gabo Island

“ 2759b, Australia, southern portion.

“ 788, Melbourne to Cape Horn, Western sheet.

“ 780, Pacific Ocean, South-west sheet.

Publications.—List of Lights and Time Signals, Part VI, 1920, No. 2508.

Australia Pilot, Vol. II, 1918, page 205.

General Notice to Mariners respecting Navigation in Victorian Waters, 1918, pages 6 and 150.

Authority.—Melbourne Notice No. 6 of 1921.

INDIA, BAY OF BENGAL.

Calcutta—Automatic wireless time-signals.

No. 104 (*first publication*).—The following particulars, etc., relative to the above, issued by the Director of the Royal Indian Marine, Bombay, in Notice to Mariners (No. 36M. of 1921), are republished:—

Former Notice.—No. 76M. of 1918 (This office No. 261 of 1918; Admiralty No. 1285 of 1918) hereby cancelled.

Position.—Fort William, lat. $22^{\circ} 33' 31''$ N., long. $88^{\circ} 20' 16''$ E.

Details.—Wireless time-signals, in accordance with the system adopted by the International Time Convention are sent out twice daily controlled from the Alipore Observatory at Calcutta by automatic apparatus.

The signals are made at 7h. 00m. and 19h. 00m. Standard Time, corresponding to 1h. 30m. and 13h. 30m. G. M. T., respectively, as follows:—

Preparative signals.

A series of the letter “ X ” of the Morse code from 6h. 57m. 00s. and 18h. 57m. 00s. followed by three dashes ending at 6h. 58m. 00s. and 18h. 58m. 00s.

First series of time signals.

From 6h. 58m. 08s. and 18h. 58m. 08s., the letter “ N ” of the Morse code, repeated every 10 seconds, the dot being made at each even 10 seconds; followed by three dashes ending at 6h. 59m. 00s. and 18h. 59m. 00s.

Second series of time signals.

From 6h. 59m. 06s. and 18h. 59m. 06s., the letter “ G ” of the Morse code repeated every 10 seconds, the dot being made at each even 10 seconds; followed by three dashes ending at 7h. 00m. 00s. and 19h. 00m. 00s.

Excepting in the letter “ X ” the dashes are of one second and the dots of a quarter of a second duration, each sign being separated from the one which immediately follows in the same group by an interval of one second duration.

The wave length used is 2,000 metres.

Remarks.—Should the signal be inaccurate it will be followed by the “ Erase ” signal of nine or more dots and the words “ signal failed.”

Chart affected.—No. 748b, Indian Ocean, northern portion.

Publications.—List of Lights and Time-Signals, Part VI, 1921, No. 5018.

Bay of Bengal Pilot, 1910, page 307.

Authority.—The Director-General of Posts and Telegraphs, Simla (No. 330SE-W., dated 18th February 1921).

INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

Bombay Floating light-vessel—Temporarily replaced by another light-vessel.

No. 105 (first publication)—

Subject.—From about the 1st April 1921, the unattended Bombay Floating light-vessel will be withdrawn for a month from her station and replaced by a light-vessel painted red having three masts.

By night.—She will exhibit a white light revolving once in every 20 seconds.

Position.—Lat. $18^{\circ} 50'$ N., long. $72^{\circ} 44'$ E.

Charts temporarily affected.—No. 2621, Bombay harbour.

, 737, Arnala island to Kundari island.

, 2736, Gulf of Kutch to Vizianagaram.

, 826, Karachi to Vengurla.

, 1012, Arabian sea.

Publications.—List of Lights, Part VI, 1920, No. 384.

West Coast of India Pilot, 1919, page 220.

Authority.—The Director, Royal Indian Marine, Bombay, telegram dated 30th March 1921.

A. E HAROLD, CAPT., R.I.M.,
Port Officer of Calcutta.

The 14th March 1921.

AUSTRALIA, SOUTH COAST—VICTORIA.

Port Phillip—Amended tidal information and caution regarding depth in entrance.

No. 87 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 152 of 1921), are re-published:—

Position.—Queenscliff, lat. $38^{\circ} 16'$ S., long. $144^{\circ} 40'$ E. (approx.).

Details.—The accompanying reproductions of portions of charts Nos. 2747 and 1171 show the necessary corrections to those charts with regard to the information concerning tides and tidal streams and to the cautionary note regarding the navigability of the entrance to Port Phillip.

Note.—The H. W. F. & C. at Lonsdale point is to be amended on charts Nos. 1695b and 3169.

Charts affected.—No. 2747, Entrance to Port Phillip.

, 1171, Port Phillip.

, 1695b, Bass strait—western sheet.

, 3169, Port Phillip to Gabo island.

Publication.—Australia Pilot, Vol. II, 1918, pages 84, 86.

Authority.—H.M.S. *Renown*, Remark Book, 1920, and Melbourne General Notice to Mariners. (H.8105-20.)

TIDES AND TIDAL STREAMS

In the Entrance it is H.W.E & C. at XI^h 37^m approximately
Lonsdale Pt. Spr. rise 7 ft. Neaps rise 5¹/₂ ft
Queenscliff 3 2

Water level within Port Phillip is much affected by winds blowing for a long period in one direction and may remain above mean level continuously for some time after Southerly gales or below mean level continuously for some time after Northerly gales.

At about the time of high and low water in the entrance the stream runs at its strongest 5 to 7 knots, slack water occurs at about 3 hours before and after high water in the entrance, and the stream runs in from about 3 hours before till 3 hours after high water, out at other times, the time of slack water and the velocity of the stream are affected by wind and freshets.

Tidal strain signals are shown by day from a flagstaff near Point Lonsdale Lighthouse.

Blue flag at half mast indicate first quarter of ingoing stream
masthead second

Red flag at half mast third
 fourth

The same signals are used for the outgoing stream with a bell under the flag. By night, one green light is shown under the main light of Point Lonsdale Lighthouse during the ingoing stream, two green lights under the main light during the outgoing stream.

Arthur's Seat with South Channel Landing Lights in ure. 107 S. 81° E. Mag.)

	80	54	42
63		2.8	42
	CAUTION		42
70	Except under the most favourable conditions of sea and tide it is dangerous to navigate any vessel having a greater draught than 32 ft through the entrance to Port Phillip (1980).		42
	During blasting operations	79	
73	matters are cautioned to avoid the vessels employed		8
	77	86	

Reproduction of Portions of Chart N° 2747.

TIDES AND TIDAL STREAMS

In the Flutetime it is HWF to C. at 21st 37th approximately
Lonsdale Pt. Spr rise 7ft. Neaps rise 5ft.

Water level within Port Phillip is much affected by winds blowing for a long period in one direction and may remain above mean.

level continuously for some time after Southerly gales or below mean level continuously for some time after Northerly gales. At about the time of high and low water in the entrance the stream runs at its longest, 5 to 7 knots, slack water occurs at about 3 hours before and after high water in the entrance, and the stream runs in from about 3 hours before till 3 hours after high water, but at other times, the time of slack water and the velocity of the stream, are

Tidal stream signals are shown by day from a flagstaff near
Point Lonsdale, Victoria.

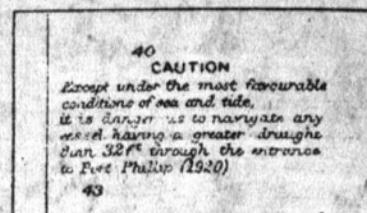
Point Lonsdale Lighthouse.
Blue flag at half mast indicates first quarter & incoming stream

<i>Red flag at half mast</i>	<i>Marched</i>	<i>second</i>
		<i>third</i>
		<i>fourth</i>

mashead *Port*
The same signals are used for the outgoing stream with a bell under the flag
By night one green light is shown under the main light of Point Lonsdale Lighthouse during the outgoing stream, two green lights

100

TIME SIGNAL



Reproduction of Portions of Chart No. 2761.

SUMATRA, WEST COAST—ENGANO ISLAND.

Engano Bay—Amendment to chart with regard to shoals.

No. 88 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 160 of 1921), are re-published:—

Position.—Kowabi point, lat. $5^{\circ} 29' S.$, long. $102^{\circ} 22' E.$ (approx.).

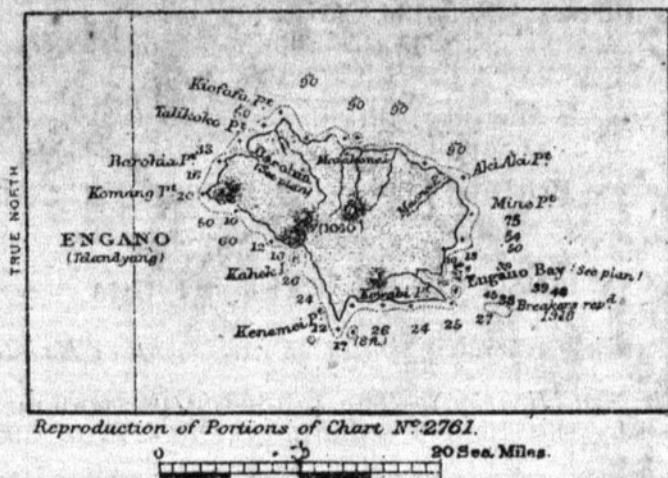
Details.—The accompanying reproduction of a portion of chart No. 2761, and of the plan of Engano bay on that chart, shows the necessary corrections with regard to shoals in Engano bay.

Chart affected.—No. 2761, Chingkuk bay to the Strait of Sunda, with plan.

Publication.—China Sea Pilot, Vol. I, 1916, page 468.

Authority.—Netherlands Government Chart. (H. 9219-20.)





CELEBES, SOUTH-EAST COAST—GULF OF BONI.

Lahou—Existence of shoals westward of.

No. 89 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 168 of 1921), are republished:—

Position.—At a distance of about $1\frac{1}{2}$ miles westward of Lahou village.

Lat. $3^{\circ} 04' 18''$ S., long. $121^{\circ} 02' 30''$ E.

Description.—Three rocky shoals lying close together, over which there is a least depth of 2 fathoms ($3^{\text{m}}7$).

Remarks.—This depth is to be placed on the charts in the above position, and the depth of 15 fathoms close north-westward of it is to be expunged.

Charts affected.—No. 3616, Tomori gulf to Salayar strait.

“ 941b, Eastern archipelago—sheet 2.

“ 942a, Eastern archipelago—sheet 3.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 465.

Authority.—Hague Notice No. 33 of 1921. (H. 284-21.)

AUSTRALIA—QUEENSLAND.

Cairns Harbour entrance—Remains of fairway beacon marked by buoy.

No. 90 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 169 of 1921), are republished:—

Former Notice—No. 1491 of 1920. (*This office No. 69 of 1920.*)

Position.—Lat. $16^{\circ} 51'$ S., long. $145^{\circ} 49'$ E. (*approx.*).

Details.—There is now a least depth of 5 feet ($1^{\text{m}}5$) over the remains of the Fairway beacon, which was destroyed in the year 1918.

The above depth, encircled by a danger line, is to be inserted on the charts in the position of the beacon.

Remarks—The remains of the beacon are marked by a black buoy.

Note.—The note “(*remains of*)” is to be added to the description of the beacon on the charts.

Charts affected.—No. 3133, Cairns harbour.

“ 2350, Double point to Cape Grafton.

“ 2924, Cape Grafton to Hope islands.

Publication.—Australia Pilot, Vol. IV, 1917, page 200; Revised Supplement, 1920.

Authority.—Brisbane Notice No. 5 of 1920. (H. 234-21.)

PORtUGUESE EAST AFRICA.

Lourenco Margues—Amended limits of anchorages; Existence of wreck.

No 91 (third publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 177 of 1921), are republished:—

Position.—British consulate, lat. $25^{\circ} 58' S.$, long. $32^{\circ} 35' E.$ (approx.).

(1) Anchorage:

(a) Mercantile anchorage:

Details.—The mercantile anchorage in Espirito Santo river now lies between the following limits:—

- (i) A line drawn in a 225° direction from a point situated 1·53 miles, 285° , from the southern corner of the British consulate.
- (ii) A line drawn in a 210° direction from a point situated one mile, 273° , from the southern corner of the British consulate.

(b) Man-of-war anchorage:

Details.—The man-of-war anchorage now lies between the following limits:—

- (i) A line drawn in a 211° direction from a point situated 5·5 cables, 217° , from the southern corner of the British consulate.
- (ii) A line drawn in a 227° direction from a point situated 1·03 miles, 155° , from the southern corner of the British consulate.

(c) Prohibited anchorage:

Details.—Anchorage is prohibited between the seaward limit of the mercantile anchorage and the north-western limit of the man-of-war anchorage defined above.

(d) Quarantine anchorage:

Details.—The quarantine anchorage lies between the seaward limit of the man-of-war anchorage and the northern limit of Polana dredged channel (produced to the shore bank).

Existence of wreck:

Position.—Stem of wreck, at a distance of 9·0 cables, 239° , from the southern corner of the British consulate.

Description.—Wreck of SS. *Engineer* with masts and funnel showing above high water.

The wreck is about 400 feet (121^m9) in length and lies heading in a 297° direction.

Charts affected.—No. 646, Lourenço Marques.

„ 644, Delagoa bay (2).

Publication.—Africa Pilot, Part III, 1915, page 198.

Authority.—H. M. S. Lowestoft, Hyd. Note No. 11 of 1920. (H. 9203-20.)

CELEBES, WEST COAST

Tana Keke Strait—Beacon erected; Buoys withdrawn; Existence of shoal.

No. 92 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 178 of 1921), are republished:—

(1) Beacon erected:

Position.—Lat. $5^{\circ} 28' 40''$ S., long. $119^{\circ} 19' 15''$ E.

Description.—A black cone beacon.

(2) Buoys withdrawn:

(a) *Position.*—Lat. $5^{\circ} 28'$ S., long. $119^{\circ} 19'$ E. (*approx.*).

Description.—Black can buoy with truncated cone topmark.

(b) *Position.*—Lat. $5^{\circ} 27'$ S., long. $119^{\circ} 20'$ E. (*approx.*).

Description.—White conical buoy with ball topmark.

(3) Existence of shoal:

Position.—Lat. $5^{\circ} 27' 36''$ S., long. $119^{\circ} 21' 00''$ E.

Depth.— $2\frac{1}{4}$ fathoms (4^m1).

Charts affected.—No. 1293, Approaches to Makassar.

„ 2637, South part of the Strait of Makassar (1) and (2).

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 382.

Authority.—Hague Notice No. 1738 of 1920. (H. 6100-20.)

JAPAN, SHIKOKU, WEST COAST—YAWATAHAMA KO APPROACH.

Sa Shima—Light established.

No. 93 (*third publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 183 of 1921), are republished:—

Position.—On the northern side of Sa shima.

Lat. $33^{\circ} 26' 17''$ N., long. $132^{\circ} 21' 37''$ E.

Abridged description.—F., 125 ft. 8 m. (U).

Characteristics:

Character.—Fixed white.

Elevation.—125 feet (38^m1).

Visibility.—8 miles.

Power.—Under 100 candles.

Structure.—White wooden tripod, 6 feet (1^m8) in height.

Remarks.—The light is unwatched.

Charts affected.—No. 1587, Yawatahama ko and approaches.

„ 651, Bungo channel.

„ 2875, Naikai (Seto uchi) or Inland sea.

„ 1648, Osumi kaikyo to Oshima.

Publications.—List of Lights, Part VI, 1920, No. 1934a.
Japan Pilot, 1914, page 112.

Authority.—Tokyo, Department of Communications, Notice No. 1779
of 1920. (H. 373-21.)

AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

Aye (i) Reef—Beacon discontinued.

No. 94 (third publication).—

Subject.—The black square beacon on Aye (i) Reef has been destroyed
The beacon will not be re-established.

Position.—On the southern end of Aye (i) Reef.

Lat. 13° 58 $\frac{1}{4}$ ' S., long. 143° 50 $\frac{1}{4}$ ' E. on Chart No. 2921.

Description.—A black square beacon.

Note.—No further notice will be given.

Charts affected.—No. 2921, Claremont Point to Cape Direction.

„ 2922, Turtle Group to Claremont Point.

„ 2764, Coral Sea and Great Barrier Reefs, Sheet
II.

Publication.—Australia Pilot, Vol. IV, 1917, page 255.

Authority.—Melbourne Notice No. 1 of 1921.

AUSTRALIA—EAST COAST, INNER BARRIER ROUTE.

Ellis Islet—Beacon to be discontinued.

No. 95 (third publication).—

Subject.—The black square beacon (No. VII.) on Ellis Islet will be discontinued on or about 30th April 1921.

Position.—On the centre of Ellis Islet.

Lat. 13° 22 $\frac{1}{4}$ ' S., long. 143° 41 $\frac{1}{2}$ ' E. on Chart No. 3762.

Description.—A black square beacon (No. VII).

Note.—No further notice will be given.

Charts affected.—No. 3762, Hay Island to Bow Reef.

„ 2921, Claremont Point to Cape Direction.

„ 2764, Coral Sea and Great Barrier Reefs, Sheet
II.

Publication.—Australia Pilot, Vol. IV, 1917, page 265.

Authority.—Melbourne Notice No. 2 of 1921.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.



The Calcutta Gazette

WEDNESDAY, APRIL 13, 1921.

APPENDIX.

NOTICES TO MARINERS.

The following Notices are republished for general information.

W. K. THYNE, COMDR., R.I.M.,
Deputy Port Officer of Calcutta.

A. MARR,
*Secretary to the Government of Bengal,
Marine Department.*

CALCUTTA, the 4th April 1921.

JAPAN, INLAND SEA—HIROSHIMA WAN.

Shira Ishi light—Alteration in characteristics.

No. 106 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 269 of 1921), are republished:—

Position.—Lat. $34^{\circ} 11'$ N., long. $132^{\circ} 21'$ E. (*approx.*).

New abridged description.—Lt. Fl. Red ev. 4 sec., 56 ft., vis. 11 m.
(U).

Details.—The alternating group flashing white and red light has been replaced by a light having the undermentioned characteristics:

Character.—Flashing red every four seconds.

Visibility.—11 miles.

Power.—120 candles.

Remarks.—The light is unwatched. The other characteristics of the light remain unchanged.

Charts affected.—No. 3469, Hiroshima wan.

„ 2875, Naikai (Seto uchi) or Inland sea.

„ 2347, Honshū, Kiusiu and Shikoku, etc.

Publications.—List of Lights, Part VI, 1921, No. 1953.
Japan Pilot, 1914, page 380.

Authority.—Tokyo, Department of Communications Notice No. 1909
of 1920. (*H. 648-21.*)

JAPAN—HONSHŪ, GULF OF TOKYO.

Yokohama Bay—Wreck to be expunged from charts.

No. 107 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 270 of 1921), are republished:—

Former Notice.—No. 1228 of 1914. (*This Office No. 456 of 1914.*)

Position.—At a distance of about 6 $\frac{1}{4}$ cables eastward from the north breakwater light.

Lat. 35° 28' N., long. 139° 40' E.

Details.—The wreck in the above position, together with the light (unreliable) which formerly marked it, is to be expunged from the charts.

Charts affected.—No. 3109, Yokohama bay.

„ 3548, Yokohama to Uraga.

„ 2657, Gulf of Tokyo or Yedo.

„ 996, Kii suido to Tokyo.

„ 3334, Tokyo to Sendai bay.

Authority.—Japanese Government Chart. (*H. 419-21.*)

PHILIPPINE ISLANDS, LUZON—MANILA BAY.

Manila and Kavite—Amendment to chart No. 976.

No. 108 (first publication).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 281 of 1921), are republished:—

Position.—Sangley point, lat. 14° 30' N., long. 120° 55' E. (*approx.*).

Details.—The accompanying reproduction of a portion of chart No. 976 shows the necessary corrections to that chart with regard to depths at Manila and Kavite, and also amended limits of the quay at Manila and the positions of towers on Sangley point.

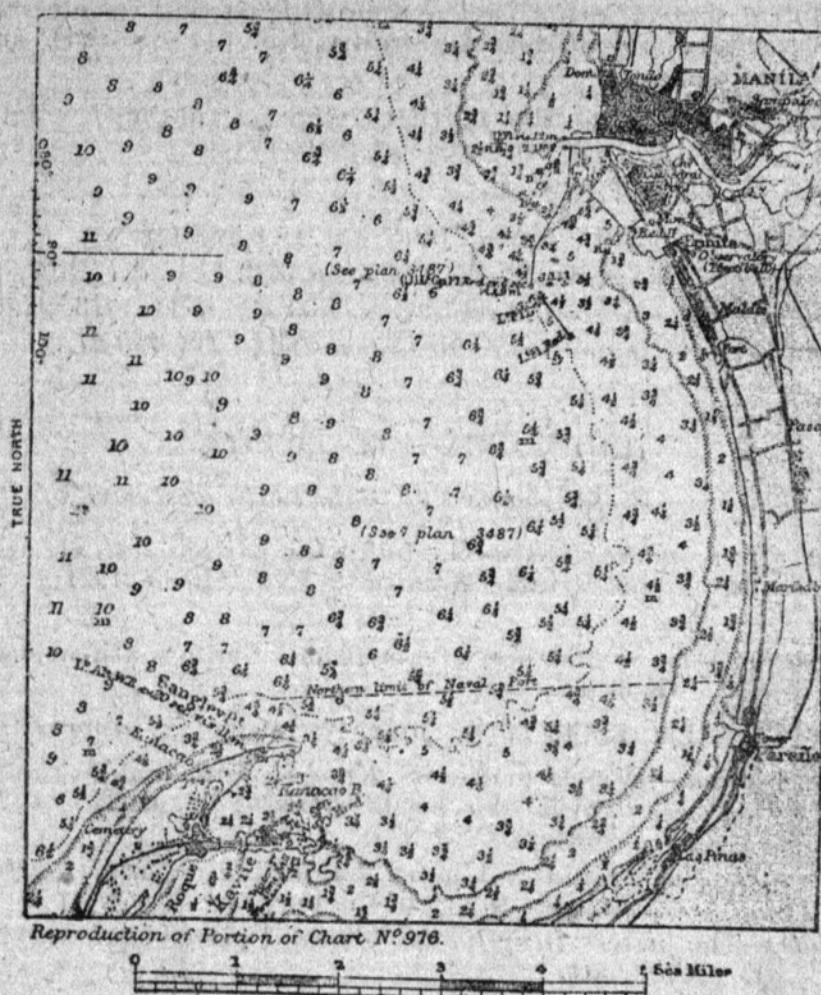
Remarks.—It will be observed that the light-buoy marking the channel to the Pasig river entrance, which has been withdrawn, is omitted from the reproduction.

Note.—A new edition of chart No. 3487, embodying the above corrections, has been issued (dated 7th February 1921).

Chart affected.—No. 976, Manila bay.

Publication.—China Sea Pilot, Vol. IV, 1912, pages 228, 229, 236; Supplement No. 5, 1920.

Authority.—U. S. A. Government Chart (H. 1159-20.)



NEW ZEALAND, SOUTH ISLAND—D'URVILLE ISLAND.

Greville (Brooke) Harbour entrance—Existence of rock.

No. 109 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 301 of 1921), are republished:—

Position.—At a distance of 2 cables, 058° , from the 4-foot high rock off Ragged point.

Lat. $40^{\circ} 50' S.$, long. $173^{\circ} 49' E.$ (*approx.*).

Depth.—One foot (0^m3).

Note.—The symbol for a rock with a depth of less than 6 feet is to be inserted on the charts.

Charts affected.—No. 2684, Cook strait anchorages—sheet I.

“ 2616, Cape Foulwind to D'Urville island.

“ 2054, Cook strait and the coast to Cape Egmont.

Publication.—New Zealand Pilot, 1919, page 298.

Authority.—Wellington Notice No. 68 of 1920. (H. 800-21.)

JAVA, SOUTH COAST—ZAND BAY.

Castor Rock—Buoy withdrawn.

No. 110 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 314 of 1921), are republished:—

Position.—Marking the northern edge of the shoal which extends eastward from Castor rock.

Lat. $7^{\circ} 10'$ S., long. $106^{\circ} 25'$ E. (*approx.*).

Details.—The white conical buoy has been withdrawn.

Chart affected.—No. 932, Plan of Zand bay.

Publication.—Eastern Archipelago Pilot, Part II, 1913, page 189.

Authority.—Hague Notice No. 178 of 1921. (*H. 780-21.*)

CHINA SEA—GULF OF SIAM.

Koh Ira—Wreck marked by light south-westward of.

No. 111 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 318 of 1921), are republished:—

Position.—At a distance of about half a mile south-westward from Koh Ira.

Lat. $12^{\circ} 40' 00''$ N., long. $100^{\circ} 48' 00''$ E. (*approx.*).

Description.—Wreck of the SS. *Kaoe Samud*, sunk in the year 1920, with two masts showing about 26 feet ($7^m 9^f$) above water.

Remarks.—At night a lantern exhibiting a *fixed white* light is attached to one of the masts.

Note.—The note “(*unreliable*)” is to be placed against this light on the chart.

Chart affected.—No. 2720, Koh Ta kut to Cape Liant.

Authority.—Bangkok Notice, dated 3rd January 1921. (*H. 872-21.*)

CHINA, EAST COAST.

Wei Hai Wei Anchorage—Further amendments to charts with regard to berths and moorings.

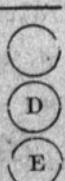
No. 112 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 319 of 1921), are republished:—

Former Notice.—No. 1837 of 1920. (*This office No. 3 of 1921.*)

Position.—Leu kung tau, lat. $37^{\circ} 30'$ N., long. $122^{\circ} 11'$ E. (*approx.*).

1. Berths   and , southward of Leu kung tau, are situated as given below, and not as shown on the reproduction accompanying the former Notice; the chart is to be corrected accordingly:—

Berth.	Distance and Bearing from Berth B.
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2.25 cables, 093° .

4.50 cables, 093° .

6.75 cables, 093° .

2. The target moorings in Bluff bay on the western side of Leu kung tau have been removed; the note on the chart, together with the mooring-buoy, is to be expunged accordingly.

Chart affected.—No. 3025, Wei hai wei anchorage.

Publication.—China Sea Pilot, Vol. V, 1912, page 456; Supplement No. 5, 1920.

Authority.—Commander-in-Chief, China Station, and H.M.S. *Hawkins*, Hyd. Note No. 7 of 1920. (H. 920-21.)

CHINA, EAST COAST.

Chifu (Yentai) Approach—Position of rock doubtful.

No. 113 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 320 of 1921), are republished:—

Position on charts.—At a distance of about 16 miles northward of Chifu lighthouse.

Lat. $37^{\circ} 48' 00''$ N., long. $121^{\circ} 30' 00''$ E., on chart No. 1255.

Details.—The $4\frac{1}{4}$ -fathom ($7^{\text{m}}8$) rock reported in the year 1919 in the above position has been searched for without success.

Note.—The note “(P.D.)” is to be inserted against it on the charts.

Charts affected.—No. 1255, Kyau chau bay to Lai chau bay.

“ 1256, Gulf of Pe chili and Liao tung.

“ 1262, Hongkong to Gulf of Liao tung.

“ 2459, North-west Pacific ocean, etc.

Publication.—China Sea Pilot, Vol. V, 1912, page 464; Supplement No. 5, 1920.

Authority.—Tokyo Notice No. 339 of 1920. (H. 924-21.)

EASTERN ARCHIPELAGO—GEELVINK BAY.

Cape Woransbari—Shoals southward of.

No. 114 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 321 of 1921), are republished:—

(1) *Position.*—At a distance of about 13 miles southward from Cape Woransbari.

Lat. $1^{\circ} 36' 00''$ S., long. $134^{\circ} 14' 00''$ E.

Depth.— $3\frac{1}{4}$ fathoms ($5^{\text{m}}9$).

(2) *Position.*—Lat. $1^{\circ} 35' 00''$ S., long. $134^{\circ} 12' 00''$ E.

Depth.— $3\frac{1}{2}$ fathoms ($6^{\text{m}}4$).

Remarks.—The above positions refer to chart No. 942b.

Charts affected.—No. 942b, Eastern archipelago—eastern portion, Part 2.

“ , 2759a, Australia—northern portion. (1)

Publication.—Pacific Islands Pilot, Vol. I, 1908, page 238.

Authority.—Hague Notice No. 180 of 1921. (H. 782-21.)

AFRICA, EAST COAST—TANGANYIKA TERRITORY.

Tanga Bay and Eastern Approach—Alterations in buoyage and beaconage.

No. 115 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 323 of 1921), are republished:—

- Position.*—(i) Ras Kasone, lat. $5^{\circ} 04' S.$, long. $39^{\circ} 08' E.$ (*approx.*).
(ii) Niule reef, Northern end, lat. $5^{\circ} 04' S.$, long. $39^{\circ} 12' E$ (*approx.*).

- Details.*—(i) The accompanying reproductions of portions of charts Nos. 663 and 1390 show corrections to those charts with regard to buoys and beacons in Tanga bay and the eastern approach.
(ii) Two beacons have also been erected on Fungu Nyama, as described below, which are not shown on the reproductions of chart No. 663:—

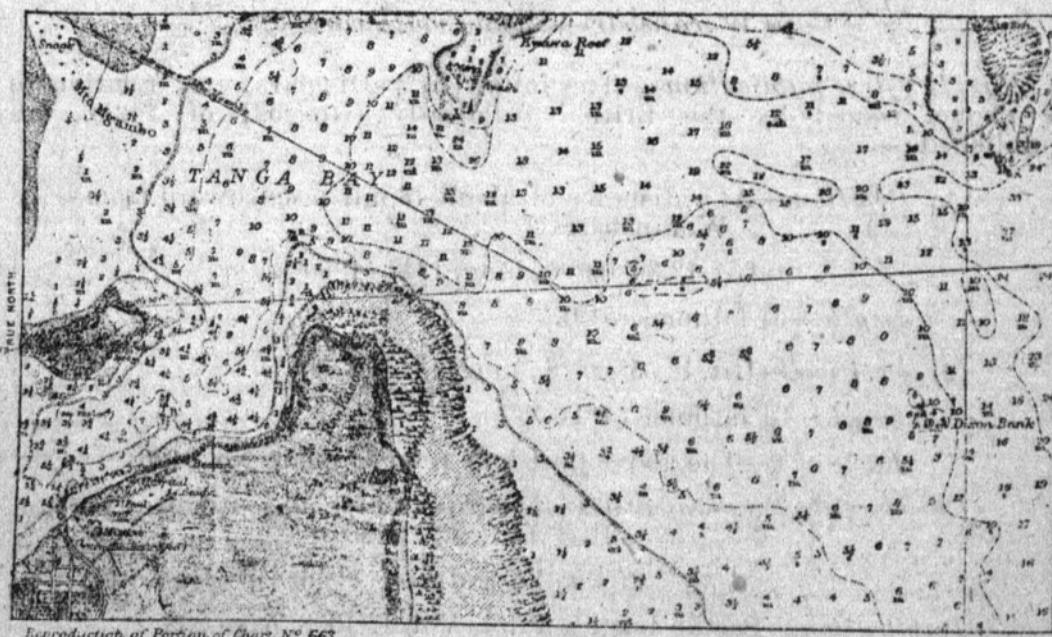
Position.	Description.
Lat.	Long.
(a) $5^{\circ} 01' 34'' S.$, $39^{\circ} 13' 50'' E.$	Iron post 40 feet ($12^m 2$) in height, surmounted by a ball over a triangle, painted black.
(b) $5^{\circ} 01' 40'' S.$, $39^{\circ} 13' 49'' E.$	Iron post 30 feet ($9^m 1$) in height, surmounted by a triangle over a smaller triangle, painted black.

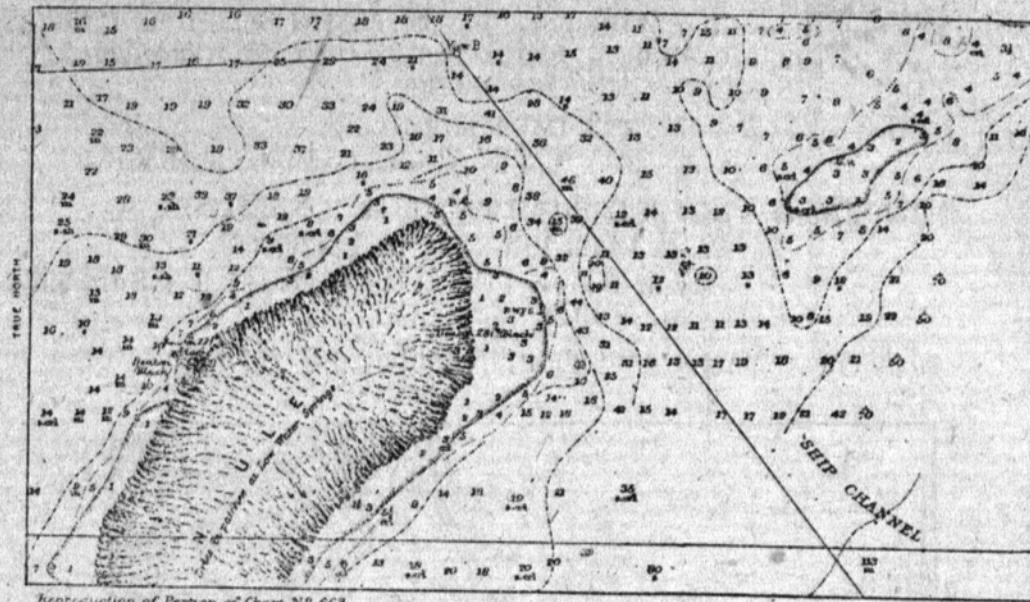
Remarks.—On the plan of Tanga island anchorage on chart No. 663 the description of the two southernmost buoys is to be amended; the red spar buoy is to be moved 75 yards ($68^m 6$) to the north-westward, and the northernmost buoy is to be expunged from the plan, since its new position does not lie within the limits.

Charts affected.—No. 663, Mansa and Tanga bays, with plan.
" 1390, Chale point to Pangani.
" 664, Zanzibar to Malindi.

Publication.—Africa Pilot, Part III, 1915, pages 448 to 452; Supplement No. 4, 1920.

Authority.—Chief Secretary, Dar-es-Salaam. (*H. 8597-20.*)





Reproduction of Portion of Chart N^o 663.

Cable 10 0 5 Sea Miles.



Reproduction of Portion of Chart N° 1390.

0 1 2 3 4 5 Sea Miles

CEYLON, WEST COAST.

Colombo Harbour—Amended positions of pilot station and time-ball ; Alteration in buildings.

No. 116 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 324 of 1921), are republished :—

Position.—Galbokka point, lat. $6^{\circ} 56' N.$, long. $79^{\circ} 50' E.$ (*approx.*).

- Details.*—(i) The pilot station is now situated on the spur of the South-West breakwater, and the note “(*Pilot Stn.*)” is to be inserted on the charts against the landing jetty on this spur.
(ii) The accompanying reproduction of a portion of chart No. 914 shows the necessary corrections to that chart with regard to the new position of the Master Attendant's Office, Time-ball and Pilot Signals at Colombo.

Remarks.—It will be observed that the Round tower no longer exists, and is omitted from the reproduction.

Note.—The heading of the note on the charts regarding Pilot signals is to be altered to read:—Pilot Signals shown from the Master Attendant's Office.

Charts affected.—No. 914, Colombo harbour.

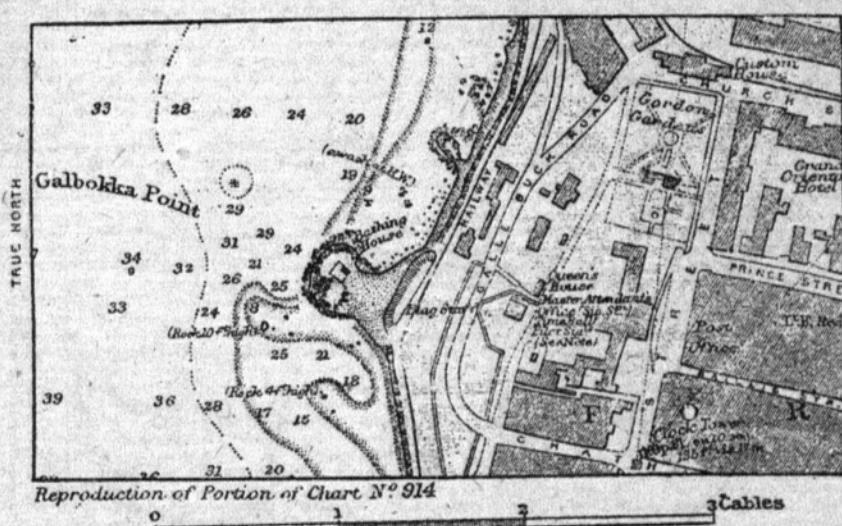
,, 3686, Approaches to Colombo harbour.

Publications—List of Lights, Part VI, 1921, No. 5118.

W. C. India Pilot, 1919, pages 95, 96.

Bay of Bengal Pilot, 1910, pages 97, 98; Supplement No. 5, 1920.

Authority.—Master Attendant, Colombo. (H. 7071-20.)



SUMATRA, NORTH-EAST COAST—DELI RIVER.

Belawan Mouth—Signals shown by dredgers.

No. 117 (*first publication*).—The following particulars, etc., relative to the above, issued by the British Admiralty (No. 334 of 1921), are republished:—

Suction dredgers are at work in the Deli channel, and will show the following signals in addition to the regulation marks and lights:—

BY DAY :

(i) If the dredgers are at work :

- (a) A cone at the yardarm indicates that vessels should keep to the eastern side of the channel.
- (b) Two cones at the yardarm indicate that vessels should keep to the western side of the channel.

(ii) If the dredgers are anchored with the suction apparatus on the bottom, an anchor at the yardarm indicates that vessels should pass on the side on which the anchor is shown.

BY NIGHT :

(i) If the suction apparatus is on the bottom :

- (a) A green light at the yardarm indicates that vessels should keep to the eastern side of the channel.
- (b) A red light at the yardarm indicates that vessels should keep to the western side of the channel.

(ii) When the suction apparatus is not on the bottom no special signals will be made.